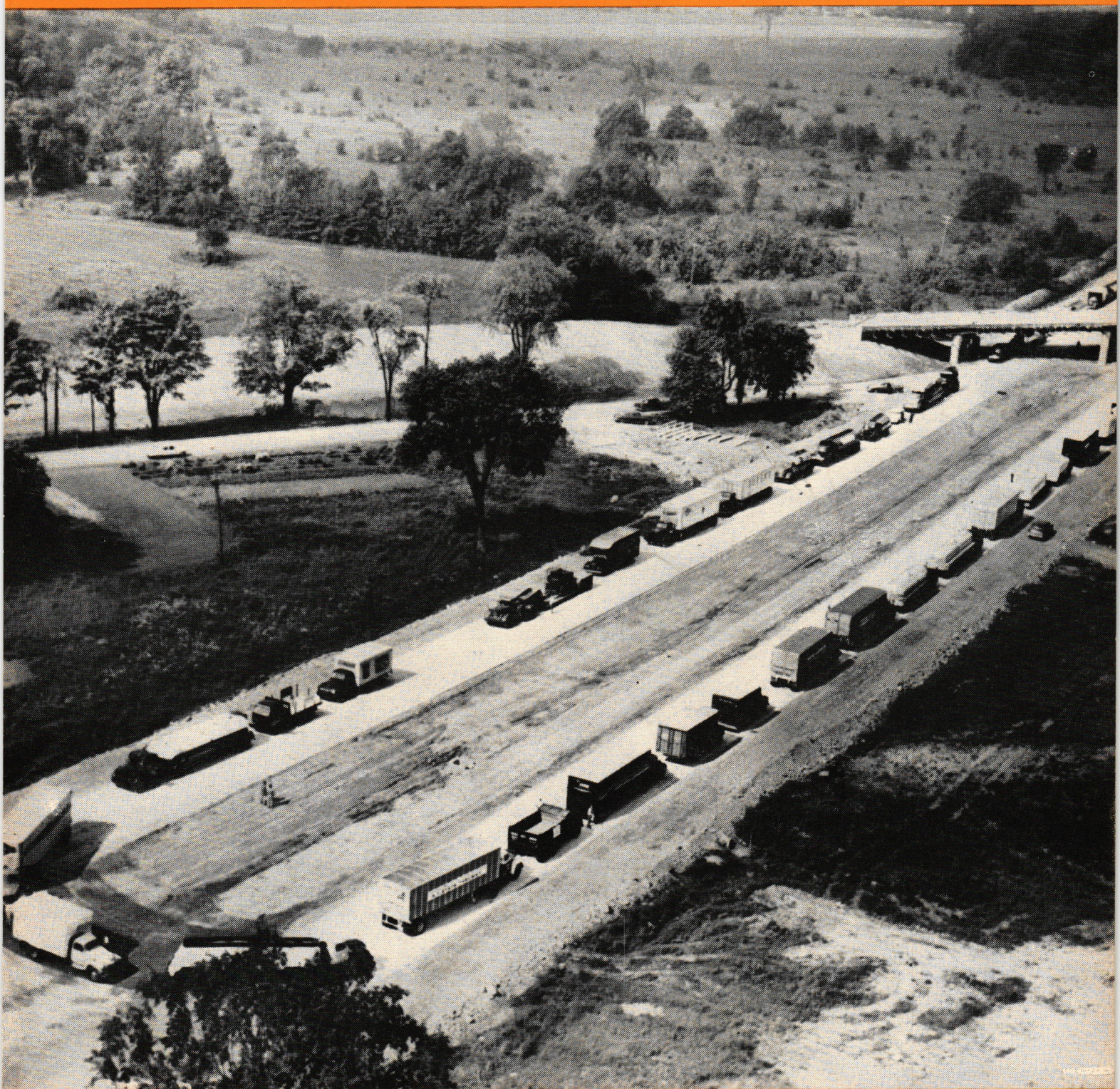


THE INTERNATIONAL **Teamster**

AUGUST 1954



BILLION-DOLLAR HIGHWAY

Trucks and trailers take part in opening of new New York Thruway. When completed, the super-expressway will be the world's longest, stretching 427 miles between New York City and Buffalo.

(See Story Inside)



OFF TO NOWHERE

The Teamster who has been staying on his side of the white stripe along the endless highways from Maine to Florida, from New York to California, for day after day, month after month . . . checking way bills . . . sleeping beside the road . . . drinking coffee when he can . . . wants to get off to himself for a while . . . away from the wailing horns, the searing asphalt, the clatter of freight.

Like the warehouseman who has been piloting forklifts, the cannery worker who has spots before his eyes from so many cans, he wants to go off to nowhere.

Thanks to the militant efforts of his union, he gets this trip to nowhere . . . with full pay and the best wishes of his company. Have a good vacation! Your job will be waiting when you return!

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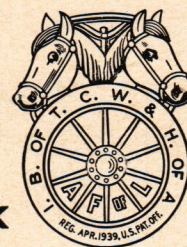
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

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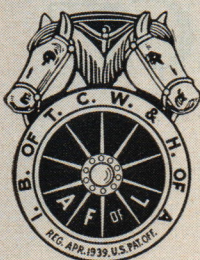
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Progress Report No. 4

General President Dave Beck Presents Progress Statement on State of the Union

IT HAS been the policy of the General President's office since early 1953, to make from time to time, a report on the progress of our International Union. Last January I emphasized that we were definitely headed for a depression and we were facing a severe recession. I emphasized at that time that the automobile industry was in a severe economic crisis, not for the major manufacturing companies, with their tremendous financial resources to weather severe storms, but definitely including their dealers with the exception of Cadillac. The companies denied it but soon it was confirmed from many responsible sources and dealers all over the country were and still are giving tremendous percentages of their operating profit margin to get cash in order to meet bank obligations and protect their dealer franchises. Tremendous avenues of competition have been traveled by Ford and General Motors with the Ford and Chevrolet using every incentive to be number one in national sales.

Banks all over the country cut down the credit line of automobile finance companies and dealers; bankruptcies and liquidations followed. I could point out many other industries severely affected. Overtime universally prevalent became almost unknown; layoffs occurred, unemployment continually increased and only the payment of unemployment insurance benefits developed out of the experience of the crash in '29 prevented a serious depression and possible panic.

The Treasury Department which had completely reversed the policy of the previous administration and shut off Federal credit to banks in the ratio of the previous administration, found that its vaunted hard money policy was crucifying industry and stimulating unemployment. Thirty year bonds issued at $3\frac{1}{4}$ per cent boomed to a 10 point increase and complete reversal of the Treasury Department's policy was put into high gear.

What is your International doing to meet this crisis? Your International Union had perfected its program of national conference organizing technique and has effectuated the actual establishment now of the four national divisions—the Western, Central, Eastern and Southern.

We have chartered national trade divisions. While we have continually insisted we were in a severe recession and definitely headed for a depression unless the Government on every level stimulated production and consumption. We have not and will not retard our organizing activity in the slightest degree. We have and will increase organizing machinery. We will pour hundreds of thousands of dollars into organizing programs under the machinery of matching funds with conferences and trade divisions. We will stimulate every phase of organizing activity in every section of the country. Results are definitely showing and, while the tremendous unemployment all over

the country has effected our members, we have maintained our membership at about 1,300,000 dues paying members.

We have communicated to our local unions, officers and members the true picture of unemployment and industry problems. We have cautioned them to analyze carefully the status of their industries and exercise every effort to find a solution to their new agreements without strike action if at all possible.

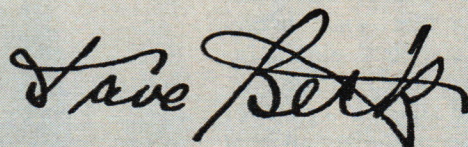
We understand that such statements of policy might tempt some to try to take advantage of us, but we assure them such action would be a serious error. We do not intend to retreat, but we do advocate recognition of the present economic situation and the exercise of sound business procedure in negotiations with industry.

I want to emphasize that the International Union, where our advice and counsel are heeded, will exhaust every effort to aid our locals. I again emphasize we are not concerned with political expediency or political decisions. We contend there is tremendous unemployment. We contend it is necessary to stimulate production and consumption by Government loaning billions to stimulate projects which will give employment and that will be self-amortizing. It is undoubtedly necessary to make interest rates attractive and longer time available for amortization. Road building programs can be started which will create tremendous employment, purchase millions of dollars of manufactured products and be self-liquidating. This is also true of building programs, air conditioning hydro-electric projects, bridges, dikes, drainage projects, schools—public, private and parochial—playgrounds, community projects and hundreds of others. We care not if they are sponsored by Republicans or Democrats.

Tax programs should be carefully studied. We must stimulate desire for capital investment, not retard it. We can only create employment by encouraging investment netting a fair return. Wherever possible, we should proceed through private enterprise, but this must not be construed to cease progress if private capital is not available. The greatest deterrent to Communism is a prosperous citizenry. Let us in labor honestly recognize that only out of prosperous industry can we find gainful employment.

It is the duty of Government on every level, to recognize that we are definitely in a serious industrial period of unemployment. We do not need a war to insure jobs and prosperity for our labor and industry. Let us forget political thinking and create prosperity by first recognizing the need to stimulate industry and resultant jobs by creating financial assistance to job creating projects that will amortize with sufficient time to do so.

Fraternally yours,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is fluid and cursive, with a large, stylized "B" at the end.

General President.



in the heart of america

WITH

JC 56

BECAUSE Kansas City has a larger percentage of native-born Americans than any other U. S. metropolitan center, it is sometimes called "the most American city." Other writers have referred to it as "the heart of America," and still others (the civic boosters) have called it "the city of the future."

There have been times in Kansas City's turbulent history, however, when only the confirmed optimists could employ the latter phrase without wondering a little. In Civil War days, it took a man of real perception and foresight, looking at the complete stagnation and business paralysis of Kansas City, to say that the town had any kind of future. And again, after a roaring real estate boom during the Cleveland administration and a violent bust, it took a died-in-the-wool Kansas Citian to use the brave words, "the city of the future." In more recent times, the revelations of political graft on a gigantic scale have given Kansas City a political black eye that no amount of Kansas City beef could completely eradicate.

The fact that the big city on the big bend of the Missouri River has survived war, a real estate boom-and-bust, and complete plundering of the city coffers, and can today present a proud and aspiring skyline for all to see, is evidence, after all, that there is something to the "Kansas City spirit."

That spirit, which is no more than a boundless determination to over-

Richard Powell, member of Local 541, has his dues payment recorded on new machine which had just been installed.



Cleo Winfrey, right, of Local 955, Meat Drivers, looks over some choice Kansas City beef with Supt. Ed White.



This is not a dairy scene. It shows Robert Meister, Local 838, mixing up batch of cold cream at Luzier's, Inc., pioneer Kansas City cosmetics firm.



Another view of the cosmetics house of Luzier's, Inc., showing Bertha Brown, of Local 838, pouring hot liquid cold cream into characteristic jars.

come all setbacks, is perhaps best exemplified in a story that is dated 1900. It was the year that Kansas City made its big play to attract the Democratic national convention to its brand new convention hall. It got the convention, all right, but on April 4, only 90 days before the big event, the convention hall burned to the ground in one hour flat. Undaunted Kansas City went to work to build a new hall, and on July 3, one day before the convention opening, the last building tradesman moved out. The Kansas City Chamber of Commerce says of this, with pardonable pride, "The crisis had been met. And the Kansas City

spirit, exuberant with achievement and exhilaration, was more resplendent and cocksure than ever."

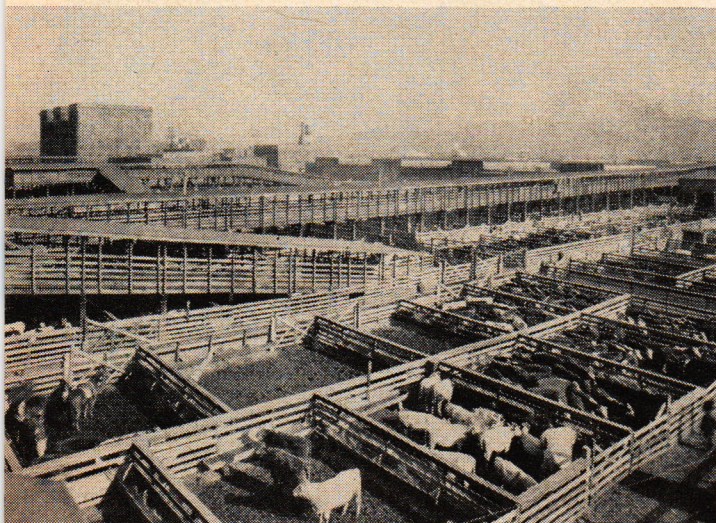
So there's never been anything fundamentally wrong with the "Kansas City spirit." But what were conditions like in Kansas City for the average Joe Blow around 1900? When the wheat, corn, livestock, oil and lumber barons were establishing their empires, what was the man in the stockyards earning, and how was he living?

The oldest Teamster local union in Kansas City is Local 335, Bakery Drivers, which was chartered in 1903. Its secretary-treasurer is Lester Schwitzgebel, who also is a

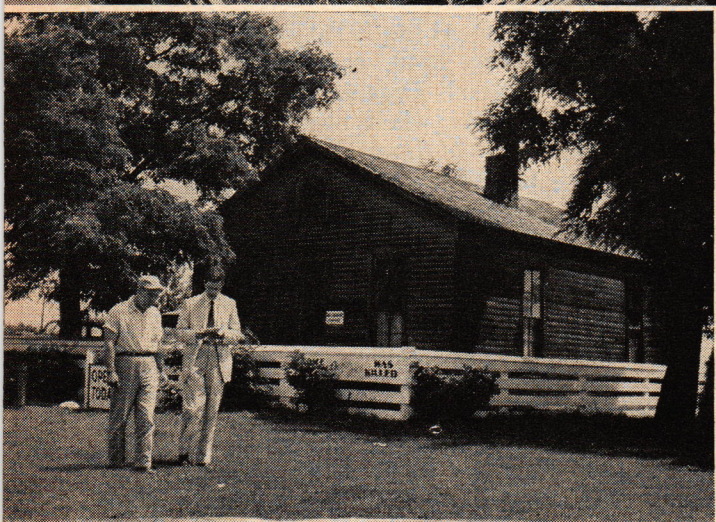
trustee of Joint Council 56. Long before World War I, Lester was driving a bakery wagon in North Kansas City. Little Italy, the east bottoms and old Harlem were his beat, and the hours were long, and the guarantee was \$10—per week, that is. A man worked six days on the route, and on Sunday he was expected to curry his horse, clean the harness, and clean up the stables. By 1916, the guarantee was up to \$18, but in the interim the drivers had been "weaned away" (as Schwitzgebel puts it) from a straight driving routine and had become salesmen-drivers.

A famous Market Square figure

Kansas City's stockyards have been a part of the Kansas City scene ever since 1871, when Texas cattle began flowing through the city for trans-shipment to the East. Trucks get big share.



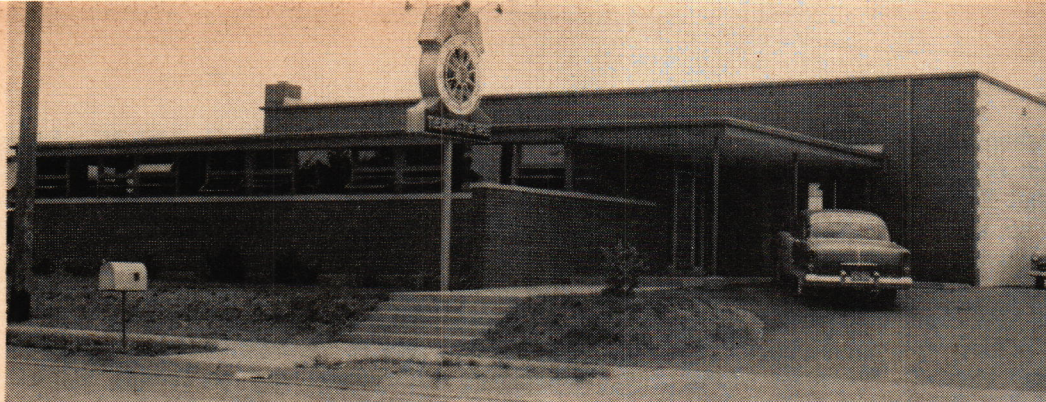
At the Federal Barge Lines dock on the Missouri River, members of Local 41 unload sugar from barges to waiting trucks. The bend in the river is visible, as is the Kansas City skyline.



Jesse James, the Midwest's classic bandit, was killed in this house at St. Joseph, Mo. Eugene Crabtree, Local 460, tells INTERNATIONAL TEAMSTER writer about famous event. House was moved from original site to spot out of town.



Kansas City has an Educational and Political Club representing 96 AFL unions in the city. A screening committee interviews political candidates to pass on qualifications. Here, Joe Bates of JC 56, standing at left, queries a candidate.



LEFT: The modern hall of Local 245, Springfield, Mo. Verl Nickles, secretary-treasurer of local, is a trustee of Joint Council 56.

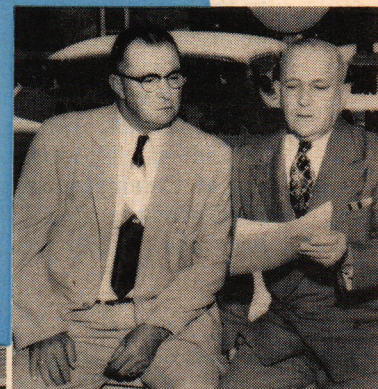
in Kansas City in the 1870's was James B. (Wild Bill) Hickok, who always called the city his home. Hickok used to display his most famous feats of marksmanship at Market Square. One witness to these feats was Wyatt Earp, who earned fame himself as a peace officer in Dodge City, Deadwood, and Tombstone. Describing one shooting exhibition to his biographer many years later, Earp said, "Diagonally across Market Square, possibly one hundred yards away, was a saloon, and on a side wall toward the police station a sign that carried a capital letter O. The sign ran off at an angle from Hickok's line of sight. Yet before anyone guessed what his target was, Wild Bill had fired five shots from the gun in his right hand, shifted guns, and fired five more shots. Then he told Tom to send someone over to look at the O. All ten of Bill's slugs were found inside the ring of the letter. That was shooting."

That was *real* shooting, podner.

Teamsters' Joint Council 56 territory embraces a sizeable portion of the American heartland. East and west, the council's territory stretches 600 miles; north and south, about 400 miles. Composed of 21 local unions, 10 of which are in Kansas City, the Joint Council has some 30,000 Teamster men and women on its rolls. Of these, some 20,000 earn their livelihoods, in Kansas City. The 10,000 out-of-towners are members of local unions in Springfield, Sedalia, Joplin and St. Joseph, Mo., and Topeka, Salina, Hutchison, Wichita and Kansas City, Kans. (the two Kansas Cities are across the river from each other).

Most of Kansas City's locals are "depression babies," born out of the Wagner Act, and it was not until 1938 that Joint Council 56 was chartered. At birth, it repre-

At right and below are the officers of Joint Council 56, Kansas City and vicinity. In photo at right are Carl Paddock, vice president (president of Local 587); Lester H. Schwitzgebel, trustee (secretary-treasurer of Local 335). Below, from left: Verl Nickles, trustee (secretary-treasurer of Local 245); Floyd Early, recording secretary (business rep. of Local 586); Floyd R. Hayes, secretary-treasurer (secretary of Local 41); Ernie O. Anderson, trustee (president of Local 541); Roy L. Williams, president (president of Local 41).



sented less than 10,000 Teamsters. The baby, it can be seen, has been a bouncing one, showing steady growth ever since the delivery date.

Today's Council officers include Roy L. Williams, president; Carl Paddock, vice president; Floyd R. Hayes, secretary-treasurer; Floyd Early, recording secretary; Ernie O. Anderson, L. H. Schwitzgebel, Verl Nickles, trustees. Organizer for the Council is Joe R. Bates.

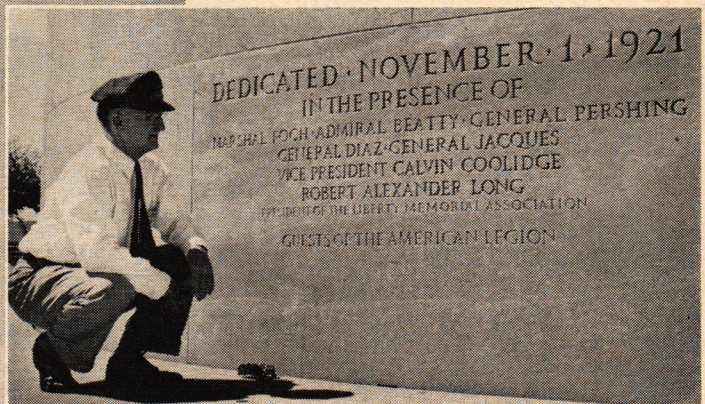
Roy Williams, the Council's dynamic leader, came up through the ranks the hard way and, by common consent, is a real credit to the Teamster movement in the mid-west. Born in Mountain Grove, Mo., one of 13 children, Roy started driving a truck in 1932, out of Wichita and Kansas City. He joined

Local 41 in 1936, remaining with it until 1948, when Harold Thirion, General Organizer, sent him to Wichita, where he became business agent of Local 795. He returned to Kansas City in 1952 and is credited with an essential role in the favorable settlement of the big truck strike of that year. A year ago, he was elected president of Joint Council 56 unanimously. He also is president and business representative of Local 41, Over the Road and City Transfer Drivers. His service to the Teamster movement in Kansas and Missouri was broken by a four-year hitch in the Army in World War II. He was in Germany 26 months, in a field artillery outfit, and was discharged in 1946 as a master sergeant. He went right



Kansas City's imposing Liberty Memorial was dedicated November 1, 1921, with Marshal Foch, General Pershing, Admiral Beatty, Vice President Calvin Coolidge and other famous persons present. That's Bill Fogel, of Local 587, standing by his taxi cab, waiting for a couple of fares who've been inspecting site.

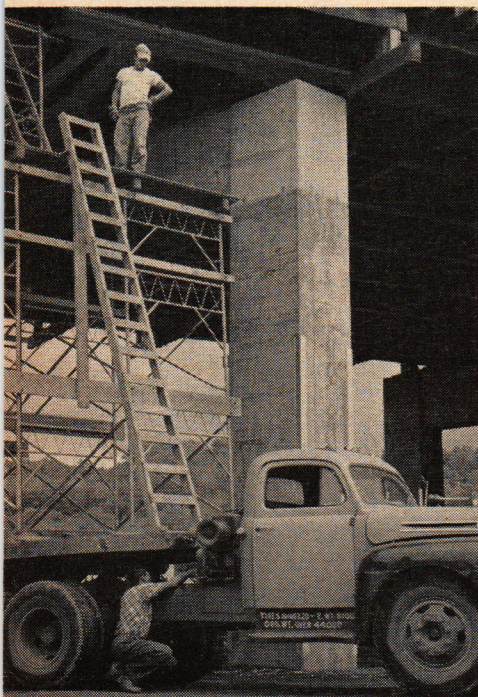
Inscription at base of Kansas City's Liberty Memorial to World War I dead is studied by W. A. Fogel, of Local 587, Taxi Cab Drivers. He was present when shaft was dedicated in 1921.



back to Wichita and drove dry cleaning supplies around town before returning to Kansas City. Married, and father of two children, Williams lives at Shawnee, Kans., 10 miles out of Kansas City. Williams is a busy man who travels widely not only in his capacity as Joint Council president, but also to fulfill his duties as secretary of the Missouri-Kansas committee under the over-the-road contract.

Floyd R. Hayes, the secretary of Joint Council 56, and the secretary-treasurer of Local 41, is another veteran of the Kansas City scene. Born in Omaha, he has been in Kansas City since 1932. He joined Local 41 in 1936, was elected a business agent a year and a half later, and went into office as secretary-treasurer in 1939.

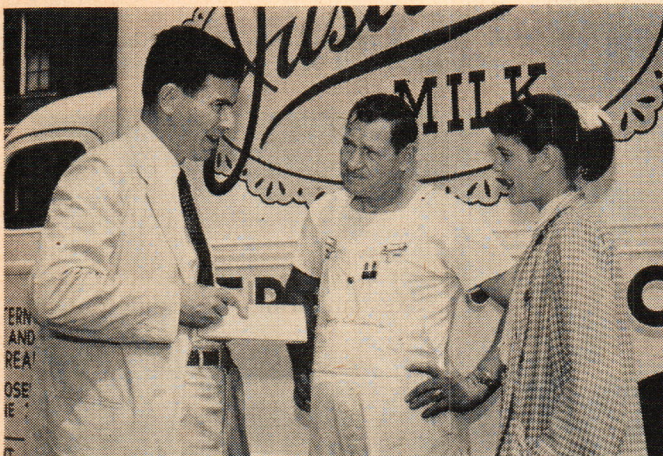
Kansas City and Independence, Mo., as everyone knows, are home base for former President Harry S. Truman, and no story of Kansas City should be written without mentioning some Teamster who "knew Harry when." Our subject is L. C. Oliver, president and business representative of Local 956, Furniture Drivers, Piano Movers and Handlers. Oliver enlisted in the Army in Independence (which is a straight shot down Truman Boulevard from Kansas City) and wound up in Battery C, 129th Field Artillery. Truman's old outfit was Battery D, in which he was company commander. Oliver went to Europe on the same ship, returned on the same ship, and has an occasional chat with the



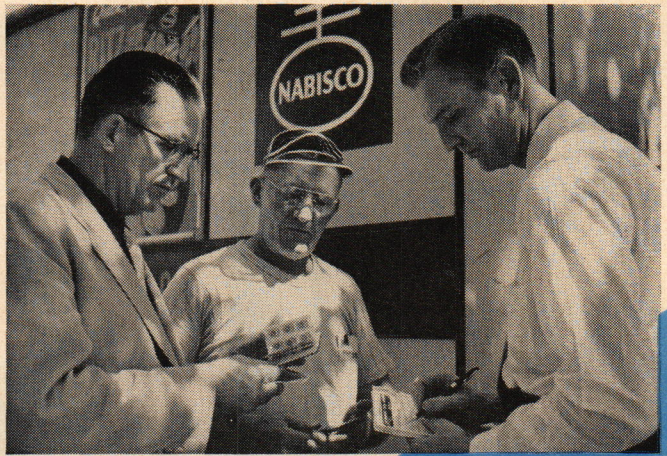
The new Paseo Bridge, spanning the Missouri River at Kansas City, will open soon. Tom Smith (kneeling), of Local 541, is driver of truck removing scaffolding.



Jess McNeal, Local 541, driver for the Kansas City Quarries, dumps a load of sand. You're looking across the Missouri River to Kansas City, Kans.



That's Jim Cousins (center), secretary-treasurer of Local 873, St. Joseph, Mo., and Beverly Jostmeyer, secretary to Warren Welsh, of Local 460, telling the scribe about life on the river.



It's truck check time in Kansas City, and here's John Thomas (center), Local 335, getting a courteous check from Floyd R. Hayes, sec.-treas. of Local 41, and Stan Clevenger, asst. bus. agent.

former President at reunions of the outfit. He goes along with the widely held view in Missouri that Harry is a fair and square Joe whose heart has always been in the right place.

It can be mentioned here, parenthetically, that the INTERNATIONAL TEAMSTER strived to get a photo of Mr. Truman at his home in Independence accepting a union-delivered product or service. It probably would have been okeh with Mr. Truman, but the day the photographer was in Independence, the former President was addressing the Musicians' convention in Milwaukee. So the magazine settled for a photo of James Jones, driver for the Independence Laundry and Dry Cleaning Company, making a pickup at the Truman home (which see). A member of Local 586, Jimmy Jones makes regular pickups and deliveries at the neatly painted white house with the iron fence around it.

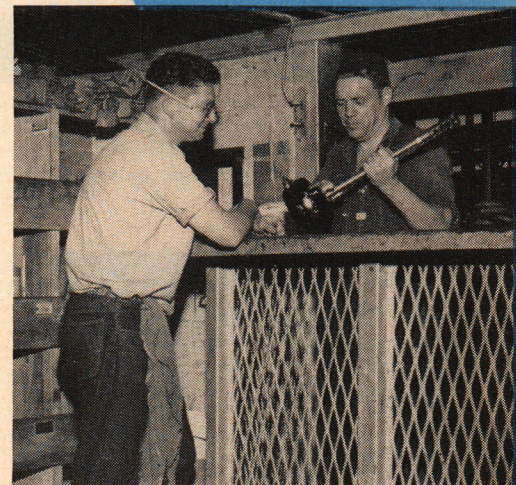
A Kansas City landmark associated with the Truman name in countless news stories is the old Muehlebach Hotel, where Harry received notice of his tremendous 1948 election victory. But long before that, a suite at the Muehlebach had become the presidential suite, and his home at Independence had become the summer White House.

In the great depression of the 30's, Kansas City was hit as hard or harder than any other U. S. metropolitan center. In the late 30's, when the rest of the country was pulling out of the depression, Kansas City's employment was 21 per cent under 1929, while nationally the figure was about six per cent. Thus the Wagner Act was not an instantaneous green light to start organizing. First, the jobs had to be made.

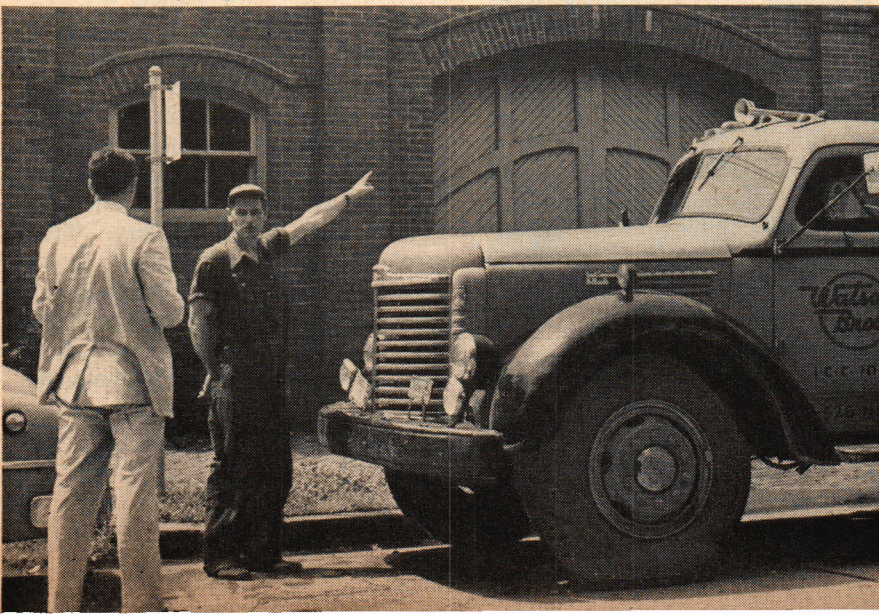
The resurgence in Kansas City did not come until the defense pro-

RIGHT: In the good old summertime, Bill Matthews and Robert Brattin, Local 956, unload a three-ton air-conditioner.

BELOW: In the manufacturing plant of the Keystone Trailer & Equipment Co., Sam Shafer, Local 552, parts department employee, issues part to a machinist.

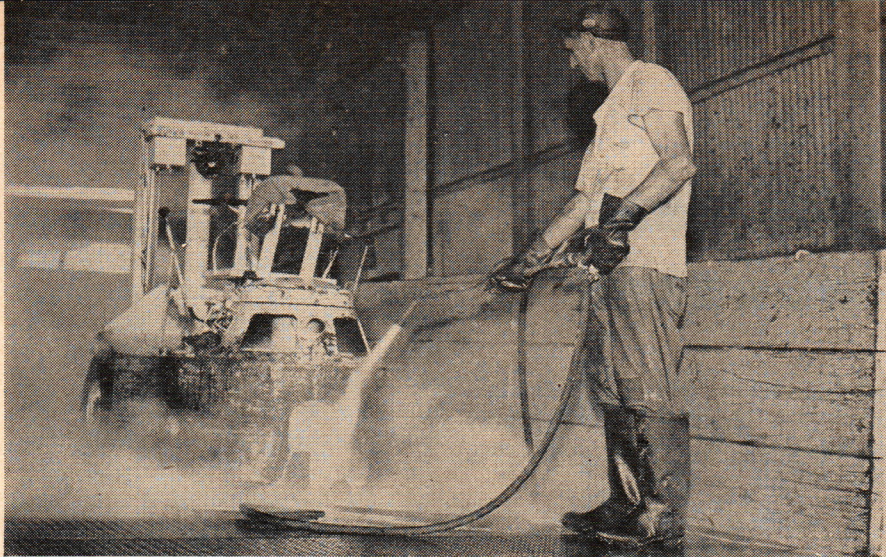


St. Joseph, Mo., is where the famed Pony Express service to California was started on April 3, 1860. In this photo, Leonard A. Young, of Local 460, points to the original Pony Express stables located on a quiet street in "St. Joe."

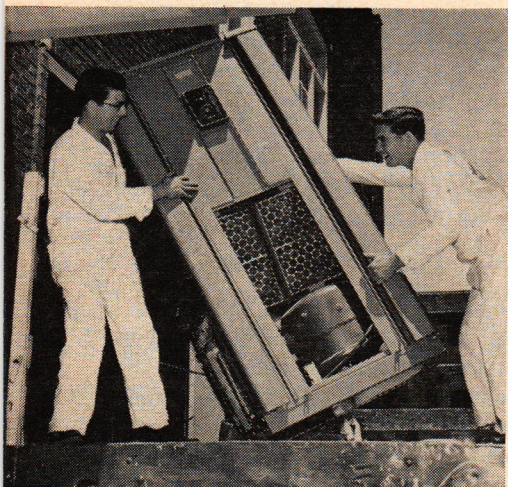


gram of the early 1940's. The big pre-Pearl Harbor plants that established in the area were the Lake City Ordnance plant in rural Jackson County, the North American bomber plant, where employment reached a peak of 26,500. Other industrial giants to arrive after Pearl Harbor included Pratt and Whitney and the Sunflower Ordnance Works, which was to spread out over nearly 15 square miles of Kansas farm land. Kansas City, which had not been heretofore known as a major industrial area, now found its products encircling the globe.

Transportation, especially truck-



At a plant on Woodswether Road in Kansas City, Tom Ford, of Local 552, Automotive, Petroleum and Allied Industries, uses a steam hose to clean fork lift equipment.

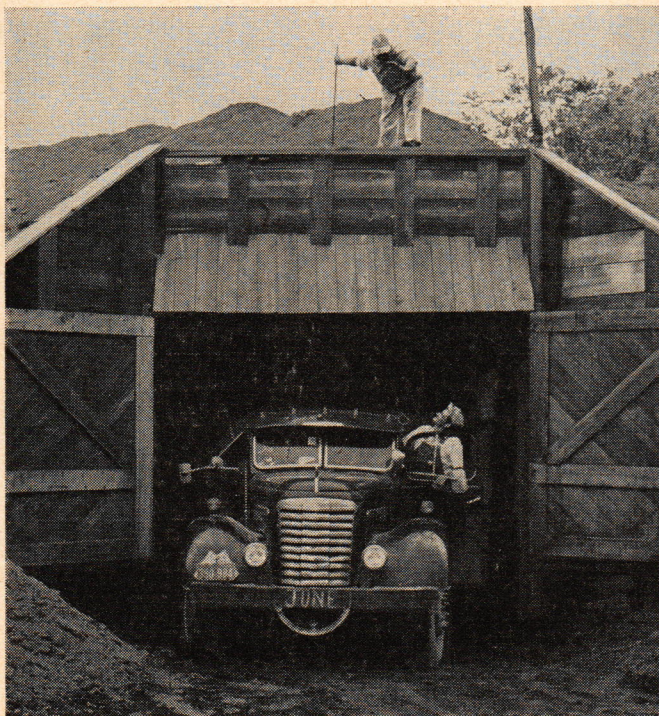


ing, has been important to Kansas City's growth. In the winning of the west, the town that was to become Kansas City was important because it stood farther into the wilderness and was a convenient jumping-off place for expeditions headed west. Kansas City today is one of the world's principal wholesale markets. It is served by 140 truck lines, as well as 12 major trunk line railroads, five airlines and 14 bus lines. The city ranks second in the country as a cash wheat market and as a primary wheat market; is second in grain elevator capacity; is second in flour production. It

ranks first as a distribution center for farm equipment.

While Kansas City is the hub of Joint Council 56, there are many important spokes leading to it, and the International magazine is obliged to make its usual apology for not having the time to picture the entire Joint Council wheel, including hub, spokes and rim. We did tool up to St. Joseph, about 50 miles out of town, with Howard Hatfield, business representative of Local 955, Kansas City, and met William Welsh, business representative of Local 460, General Teamsters, and James M. Cousins, secretary-treasurer of Local 873, Bakery Drivers and Milk Drivers. This interesting old city on the Missouri River is where the Pony Express service started on April 3, 1860, on the first run to Sacramento. Missouri had some real teamsters in those days, too. The brick stables that were the eastern terminus of the Pony Express still stand in good, restored condition. "St. Joe," too, is where Jesse James, the erstwhile Robin Hood of the prairies, met his end at the hands of an informer. The shack in which Jesse died, including the bullet hole in the wall, is on view.

Edgar Coen, Local 541 driver, is about to get under way with load of cinders he will deliver to cinder block plant.



Former President Harry Truman's house at Independence, Mo., is on regular route of Laundry Driver James Jones, Local 586.



NEW PROGRESS SEEN FOR DAIRY WORKERS

NEW progress on behalf of dairy employees was predicted by Vice President Einar Mohn last month in the formal presentation of a charter by the International Union to the International Conference of Dairy Employees. The presentation made by Mr. Mohn on behalf of the General Office was made at International Headquarters, July 15, and was attended by members of the trade division's policy committee members from various parts of the country. Witnessing the presentation were General Secretary-Treasurer John F. English, officials of other trade divisions and members of the Headquarters staff.

LUNCHEON GUESTS

Following the presentation, the policy committee members and general officers were guests at a luncheon tendered by Joint Council 55, Washington, D. C. General Secretary-Treasurer English and Vice President Mohn spoke at the luncheon at which Eugene R. Hubbard, president of the International Dairy Conference, was toastmaster. Rob-

ert Lester, president, Joint Council 55, was in charge of the hospitality arrangements for the conference celebration.

SERVICE FEATURED

Service to the membership was the dominant theme stressed by both Secretary English and Vice President Mohn. Mr. English in recalling his early days in the Teamster movement, said that it is of primary importance for union officials at every level to "stay close to the membership . . . they are the ones whom you serve and to whom you owe your duty." He also pointed out that Teamsters have witnessed many technological changes in transportation and industry and said that the ability of Teamsters to meet new challenges as they arise has been responsible for the remarkable growth in the last five decades.

Commenting on effectiveness of the organization, Secretary English said that he was speaking for President Beck when he asserted that "the International is selecting the best men available for posts of re-

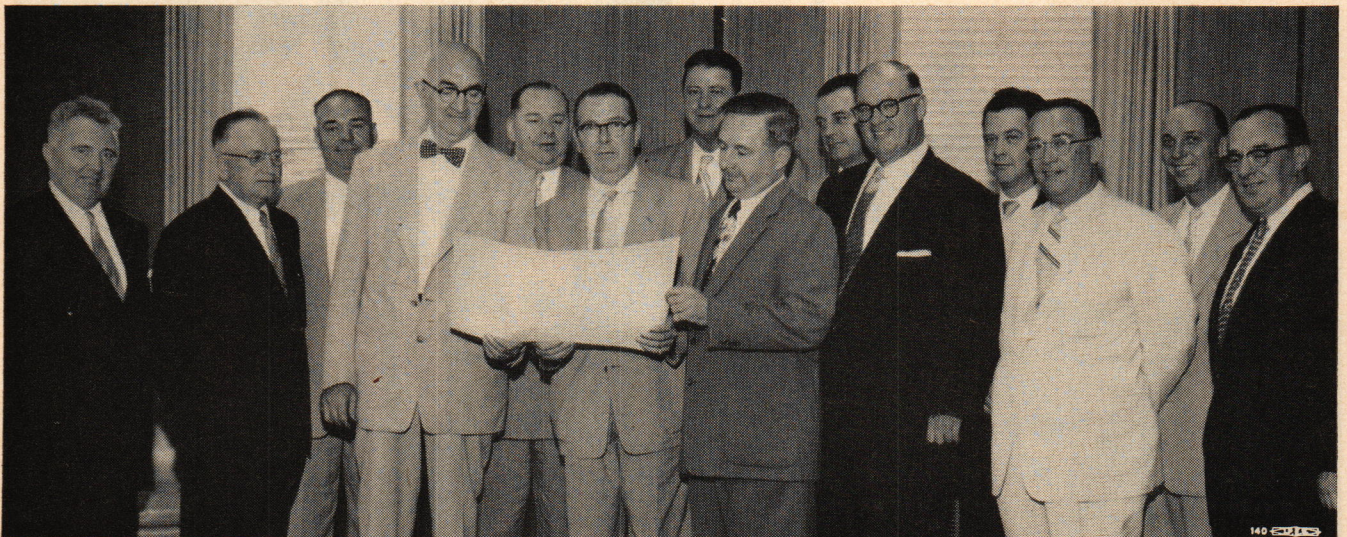
sponsibility regardless of where they might come from."

Vice President Mohn underscored the necessity cited by Mr. English for Teamster leaders keeping in close relationship with their members. He said that leadership at every level brings responsibility and that responsibility must be discharged with honesty and effectiveness. In doing a job for the membership the cooperation and loyal support of the membership toward the leaders is likewise necessary, Mohn said.

In viewing the place of trade unionists in the community and public affairs, Vice President Mohn said a great change had taken place and that ". . . now union people are not looked down upon . . . they have won and they deserve decent consideration and recognition in the community. No apologies are called for nor are they needed."

SERVE MEMBERS

Closing his remarks, Mr. Mohn said that Teamster officials from officers of the smallest local on up the line must never forget for whom they speak—the members, for, he concluded, ". . . only by remembering and serving our members can we build an enduring and progressive International Brotherhood of Teamsters."



AT CHARTER PRESENTATION—International Dairy Conference Employees at the charter presentation ceremony at International Headquarters. **LEFT TO RIGHT**—Pete Hoban, Chicago, Ill.; John Backhus, Philadelphia, Pa.; Dan DeHeck, Des Moines, Iowa; General Secretary-Treasurer John F. English; Thomas J. Haggerty, Chicago, Ill.; International Vice President Einar Mohn who made the formal presentation; Brunson Gilbert, Detroit, Mich.; Eugene R. Hubbard, conference president (holding charter), Washington, D. C.; Lewis C. Harkins, National Cannery Division director, Washington, D. C.; Frank Gillespie, Chicago, Ill.; Robert L. Graham, International Headquarters, Washington, D. C.; W. E. Thompson, Syracuse, N. Y.; Albert Sabin, Philadelphia, Pa., and International Vice President Harry Tevis, Pittsburgh, Pa.

*General Organizer, Teamster Counsel
Give Interstate & Foreign Commerce
Committee, ICC "Transportation Lesson"*

TEAMSTER EXPERTS HIT "GYPSYING EVILS"

A "LESSON" in transportation with emphasis on the evils of "gypsy-ing" was delivered by two Teamster experts before the Interstate and Foreign Commerce Committee of the Senate and before the Interstate Commerce Commission recently.

The "lesson" was in the form of testimony by General Organizer Al Evans, Baltimore, Md., and Attorney Edward Wheeler of Wheeler & Wheeler, the firm which has been working with the union on trip-leasing problems for the last several years. The testimony before the Senate Committee was given to voice the objection of the International Brotherhood of Teamsters to the enactment of H. R. 3203 which would permit trip-leasing and withdraw from the Interstate Commerce Commission the power it now has to outlaw the practice of single trip-leasing. Evans and Wheeler appeared for the Teamsters on Capitol Hill June 29.

Earlier in the month Evans and some 17 truck drivers had appeared before the Interstate Commerce Commission in connection with MC-43, the case involving trip-leasing which has been pending before the I.C.C. for years and is the basis for the proposed legislation, H. R. 3203.

A two-front attack was made on H. R. 3203 by Evans and Wheeler. Wheeler, going back to the enactment of the Motor Carrier Act of 1935, told the committee that enactment of H. R. 3203 would "actually be tantamount to repeal" of the act. He said if the House bill

became law "we would be left with the form of regulation of property motor carriers, but the substance of regulation would be effectively destroyed."

Going into transportation history in detail, Mr. Wheeler said, "It is the central thesis of the Teamsters' Union that the conditions which currently prevail in the trucking industry are virtually identical with the conditions which prevailed prior to 1935. The self-same conditions for the correction of which Congress determined upon regulation in 1935 continue to exist today and motivated the Commission in issuing leasing regulations. The reasons why Congress determined upon regulation in the first instance are the reasons why the Commission prescribed its leasing rules."

He called the parallel between pre-1935 conditions and current conditions "striking" and said that though technology has changed in the trucking industry conditions "are

precisely those prior to 1935." He said that trip-leasing "has been disclosed over two decades as ruinous to the trucking industry and yet it persists to this day and the committee is now being asked to validate it."

In his testimony Mr. Evans spoke from experience as a truck driver for ten years and a union officer for more than 15 years who had made a special study of over-the-road trucking with particular reference to the trip-lease problem. Evans has made numerous appearances before the I.C.C. and Congressional committees giving expert testimony on the subject of trip-leasing.

Describing how "gypsying" works, he said that periodic checks by the Teamsters' Union "lead us to believe that about 60 per cent of over-the-road freight is now being moved by the gypsy system. He said that under the vicious trip-lease system "... many gas station operators or tavern owners are supplied with pads of blank trip-lease stickers by authorized carriers, and the owner operator (gypsy), after the deal is made, is provided with a trip-lease sticker from one of those pads."

In describing the mechanics of the gypsy system Evans said, "I do not believe there are any comparable conditions in any other field of public service. It would seem to be axiomatic that the person who obtains a public authority to render a service is expected to render that service himself or by his agents or employees under his close control. Imagine how it would be, for example, if transportation by airplane were affected in this manner. Would it not be shocking to suppose that

(Continued on page 26)

"Piggy-Backing" Starts

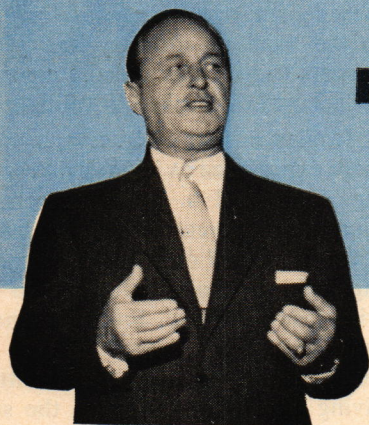
Truck-trailer-flat-car operation by railroads has been authorized by the Interstate Commerce Commission and this method of freight hauling known popularly as the "piggy-back" system is now under way. On July 9 the I.C.C. rescinded an order issued in mid-June which had forbidden operation until next year.

Under the July 9 order, the order prohibiting six eastern railroads from hauling highway trailers was withdrawn.

Railroads involved in the June order were the Pennsylvania, Baltimore & Ohio, Erie, Delaware, Lackawanna & Western, Nickel Plate and Wabash.

CONFERENCE PROGRESS RECOUNTED BY BREWSTER

*Addressing Delegates in San Francisco,
He Tells of Organizational Work Ahead*



ADDRESSING the first general session of the 18th Western Conference of Teamsters, President Frank Brewster paid tribute to the leaders, past and present, who had helped build the Teamster movement in the West to its present stature.

Among old-time leaders he mentioned were the names of John McLoughlin and Mike Casey, former International Vice Presidents from San Francisco, both now deceased.

Of Dave Beck, Brewster's predecessor in the office of Western Conference president, he said: "He was right when he started. He is right today and that is why he continues on in the great tradition of the labor movement. From the early, troubled days, he has gone ahead to work with those appointed and those elected. Their problems are his and he is today, in my opinion, far ahead of any other labor leader in the United States. We are all for him, one hundred per cent."

Recalling early days when the Conference idea was getting under way in the West, Brewster told of the "tip-toe approach" that was necessary to allay the fears of those who believed the movement signaled a secession from the International Union.

"There was opposition and some thought we would try to take over the International Union. That was furthest from Mr. Beck's mind. His objective was to build an organization. It was not until 1946 that we got International recognition," Brewster noted.

An organization like the Western Conference must either advance or

become stagnant, the president said, and for that reason it was receptive to new thoughts, new principles and new ideas that would push the Western Conference to new heights.

Discussions of Health and Welfare plans would occupy a prominent place in the Conference proceedings, he predicted, if only for the reason that, with certain national firms, Health and Welfare was getting more difficult to negotiate.

"No one has ever seen one derogatory remark made about our Health and Welfare plans and I predict you never will," he said of the plans that cover thousands of Teamster members and their families in the 11 Western states.

Brewster told of plans to develop organization work in Western Canada—work which will be headed by Harry Bonnell. Teamsters there will be "put on the map" with construction of a new headquarters building in Vancouver, British Columbia. Brewster described Canada as a land with great resources, but that in an organization sense it was "in the same position that we were 25 years ago."

The common fight of the Teamsters and trucking industry groups to battle anti-truck legislation was described at some length by the president of the Western Conference. Fred Lordan, attorney for the Western Highways Institute, earlier described some of the details of this common fight, and went into further details at a caucus of the Over-the-Road Division. It was made clear that the fight, to be successful, must be conducted on a broad front.

The Western Conference President stated that he was proud of the cooperation that he was receiving

from the trade divisions and the secretaries of all local unions. He pledged his help at all times.

"We cannot start too soon to build an organization that will perpetuate itself," he said.

The bulk of organizing work in the West lies outside the states of Washington, Oregon and California, Brewster indicated. He concluded his brief remarks to the opening session by saying, "We have to take care of the other eight of the 11 Western states and Canada by bringing their standards up to those that prevail in Washington, Oregon and California."

The opening remarks of President Brewster launched a week of heavy work for him. He appeared later in the week at a series of caucus meetings of the trade divisions, giving encouragement and in some cases advice.

Appearing again at the second general session to preside while Reading Clerk William Griffin of Seattle read the reports of joint councils and trade divisions, President Brewster received a heavy blow when his friend of many years' standing, Gordon Lindsay, the secretary-treasurer of the Conference, suffered a heart attack on the stage of the theater and died two hours later. At the time of Mr. Lindsay's attack, President Brewster was explaining the decision of the Western Conference to allocate \$25,000 each to the Automotive, Cannery, Dairy and Warehouse Divisions for general organizing work in those fields. At the time, a resolution was before the delegates proposing a 5c per month increase in the per capita to help finance this general work of organizing.

IN a wide-ranging talk to the 18th Western Conference of Teamsters, General President Dave Beck discussed problems within and without the International Union, and brought into focus some regional problems that will affect Teamsters and the labor movement generally.

The General President prefaced his remarks by declaring that it was a real pleasure for him to address a Western Conference session, because he was talking to men with whom he had been closely associated for many years.

Looking back to the time when the Western Conference had been organized, President Beck recalled that a major hurdle had been in getting the Conference idea universally accepted. Furthermore, it had to be demonstrated that the Conference idea could live with and become part of the International Union. When that had been shown, the Conference idea was accepted by international unions inside and outside the American Federation of Labor, he said.

Turning to more recent developments, the General President:

- Congratulated the Western Conference for another year of "outstanding success" under the leadership of its president, Frank Brewster.

- Declared that only unemployment insurance had prevented the nation from feeling the full effects of a real economic recession.

- Reviewed the move of the International headquarters from Indianapolis to Washington, D. C., and told of the new headquarters building now approaching completion within sight of the U. S. Capitol.

- Discussed the organization of the Central States and Southern Conferences, and told of the vast field for organization work that faces all labor in the South.

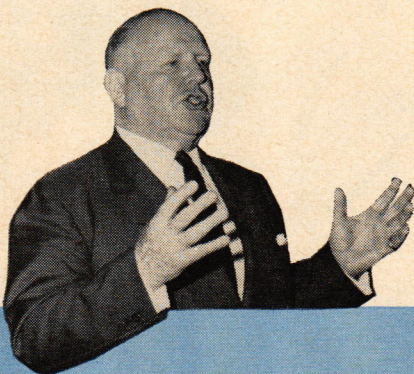
- Cited developments on the organizing front in western Canada.

- Advised local unions in metropolitan areas to study population moves to the suburbs, with a view to locating their halls where they might best serve the membership.

- Announced that the International had no intention of signing "no-raiding" pacts that freeze present inequities in jurisdiction, and told of his meetings with the chief-

tains of the United Mine Workers and United Steel Workers. The General President pledged that the International Brotherhood of Teamsters "will deal fairly with all other international unions, both inside and outside the American Federation of Labor."

The General President pointed out that within 90 days of his election to office at the Los Angeles convention, the International Headquarters



BECK TELLS OF GROWTH OF THE CONFERENCE IDEA

Discusses International's Move to Washington; Reviews Its Finances

had been moved to Washington, D. C., and that shortly thereafter contracts had been let for construction of a new headquarters. The General President told the delegates, many of whom he has known since his earliest days in the Teamster movement in Seattle, that he deeply regretted that the executive duties of his office inevitably tended to keep him from seeing old friends and acquaintances as often as he would like.

President Beck paid high tribute to President Brewster's direction of Western Conference activities throughout the 11 Western states and Canada after receiving a standing ovation from delegates as he walked down the aisle of the Curran Theater.

Of labor unity, President Beck

said, "I am in favor of unity. I advocate bringing the CIO and the United Mine Workers into the AFL family of labor. . . . I am not on the AFL Executive Council to say 'yes' all the time. I'm going to say 'no' when I feel I must say 'no'."

Turning to measures that might be adopted to alleviate the economic recession now being felt in many areas, Beck called for the government to launch a program of self-amortizing projects to restore the balance of economy.

"People must not be permitted to walk the streets through unemployment," he said. He cited the "deplorable situation" existing within the automobile industry with "bonuses" being offered to spur lagging car sales. He warned that

"you can't stagnate the auto industry without affecting steel, manganese, iron and glass as well." He urged delegates to "look to men in both political parties who will work for the welfare of the working people."

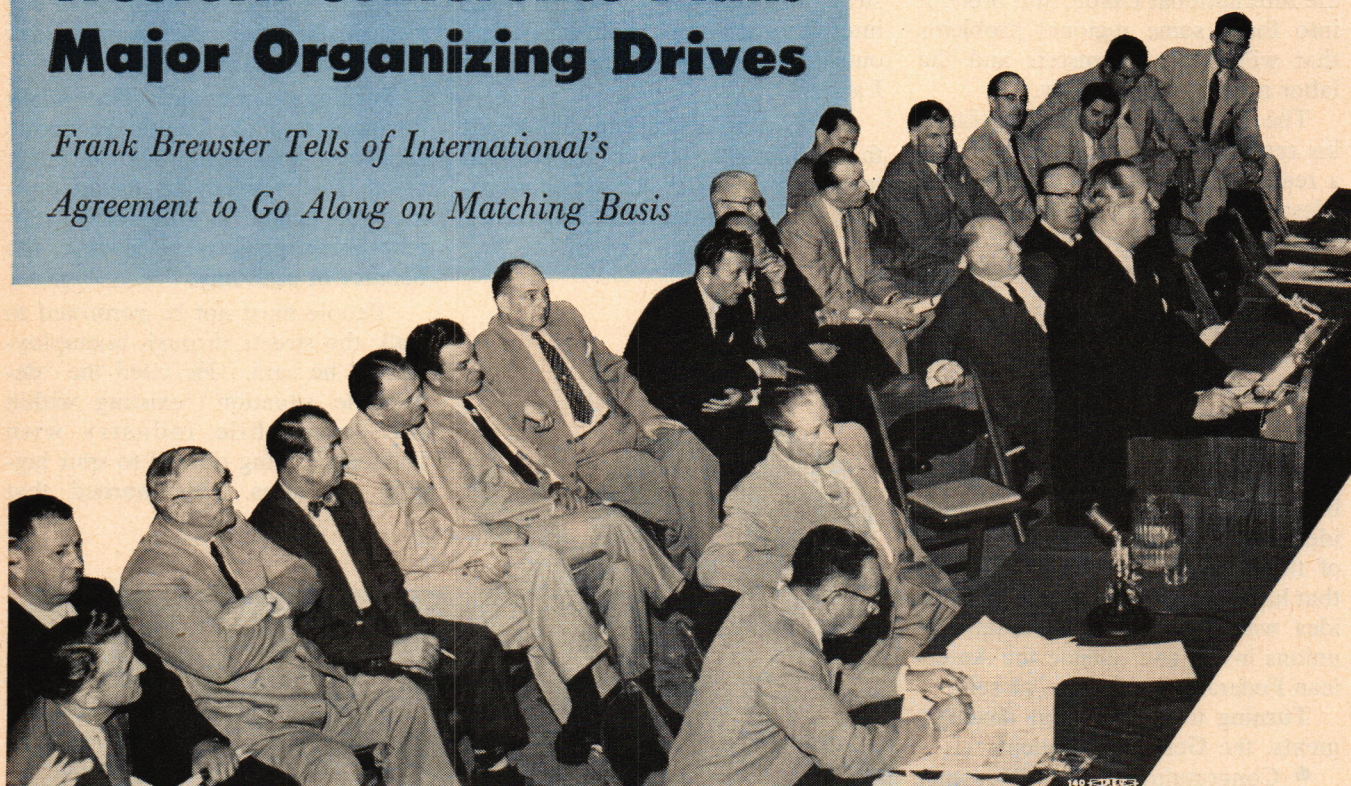
Beck said the government had "completely reversed its entire monetary policy" since the new administration took over, and the new policy has "softened up" the bond market.

Speaking of the Southern Conference of Teamsters, whose meeting he recently attended in Biloxi, Miss., the General President told the delegates that the Conference now had some 60,000 members. He predicted that organization work there would be perfected by tying the Southern Conference into the Central and Eastern areas. He noted

(Continued on page 32)

Western Conference Plans Major Organizing Drives

Frank Brewster Tells of International's Agreement to Go Along on Matching Basis



With members of the Western Conference Policy Committee and General President Dave Beck seated behind him, Conference President Frank Brewster tells the 600 delegates to the 18th Western Conference of organizing problems ahead.

SOME 600 delegates to the 18th Western Conference of Teamsters, meeting in San Francisco the week of June 28th, reviewed a year of progress on the organizational front but found little cause to be complacent about the year that lies ahead.

The delegates heard General President Dave Beck warn that an economic recession had been cushioned only by large withdrawals of sums in state unemployment insurance funds, and that, had organizing work not been spurred intensively during the year, the Teamster movement in the West could easily have slowed, or even "stagnated."

Frank Brewster, President of the Western Conference, was able to tell an enthusiastic audience at a general session that the Conference policy committee had secured agreement from General President Beck for the International Union to go along on a "matching" fund pro-

gram to aid organizational efforts in the Automotive, Cannery, Dairy and Warehouse divisions.

The Western Conference itself will allocate \$25,000 to each of these four trade divisions, and the sums will be equalled by the International in accordance with the General President's philosophy that a portion of International funds should be "plowed back" in the perfection of organizational machinery.

Acting in accord with a recommendation of the policy committee, delegates voted to increase the monthly per capita tax to the Conference from 20c to 25c—a move which will produce an estimated \$150,000 for organizational work in the Western Conference area. This sum, too, will be matched by International money.

Action on the 5c increase was one of the last Conference actions taken before the delegates adjourned in respect to the memory of Gordon

Lindsay, Secretary-Treasurer of the Western Conference, who collapsed of a heart attack at a general session on Thursday, July 1, and died two hours later in a San Francisco hospital. The shocking suddenness of the death of the hard-working, hard-driving secretary-treasurer cast a deep pall of gloom over the Conference, and led to a fast adjournment Friday morning. Plans for an entertainment program at the United Nations Theater Thursday night were cancelled.

At the time of Mr. Lindsay's death, only half of the trade division reports had been read. With International Vice President Joseph J. Diviny presiding at Friday morning's brief session, a motion was made by Harold Lopez, Local 85, San Francisco, to refer all trade division reports and other uncompleted business to the policy committee for action. The motion carried unanimously.

Opening day speakers, in addition to President Beck and Vice Presidents Brewster and Diviny, included Harry O'Reilly, Director of Organization for the American Federation of Labor, who paid tribute to the organizing techniques developed by the Western Conference of Teamsters; Sam Byers, president of Laundry Workers' International Union, who conveyed fraternal greetings; Dan Flanagan, member of Local 860, and western director of organizing for the AFL; Thomas Pitts, president of the California State Federation of Labor, and a delegate to the Conference; Thomas Maloney, speaker pro-tem of the California State Assembly; Fred Lordan, attorney for the Western Highway Institute; Elmer E. Robinson, mayor of San Francisco.

International Vice President Joseph Diviny made the opening remarks to the Conference. He extended greetings in behalf of Joint Council 7, and went on to recall

that the last time a Western Conference session had been held in San Francisco was in 1938, the year after the Conference had been established in Hollywood. He noted the tremendous strides that have been made in organization work since the inception of the Conference idea, not only in the Western Conference but also in the International. Many other international unions had successfully adopted the conference system, Diviny added.

Mayor Robinson of San Francisco, in a reminiscent mood, recalled that his father had worked as a teamster in San Francisco in 1902 for \$30 a month. He paid tribute to the International for raising the standards of teamsters everywhere. He cited the help that he had received many years ago from International Organizer William Conboy, who was seated on the stage behind the mayor, in securing a job in the San Francisco city attorney's office

at \$125 a month. The mayor also cited the work of Harold Lopez of Local 85 on the City Planning Commission, and regretted that the Governor of California had "stolen" Lopez's services for a job with the State Board of Harbor Commissioners.

Following the addresses of Frank Brewster and Dave Beck, which are summarized separately herein, the Conference went into trade division caucuses in the Clift, St. Francis and Sir Francis Drake hotels. Out of these well-attended meetings came the divisional reports that went to the general session in the Curran Theater, and were in the process of being studied when the highly-regarded secretary-treasurer of the Conference, Gordon Lindsay, suffered his fatal heart attack.

The Conference voted to hold the 1955 session of the Western Conference in Southern California, either in June or July. The date will be decided by the Policy Committee.

Trade Division Report Progress



ALL locals in the Heavy Construction Division showed substantial increases in membership, and increases in wages earned by the membership.

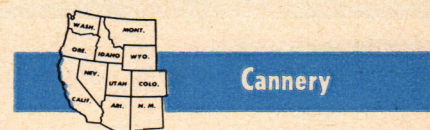
The report of George R. Purvis, secretary, notes that 32 locals have negotiated health and welfare plans in their heavy construction contracts, 26 locals in building construction, 36 locals in ready mix, 22 locals in sand and gravel, 29 locals in retail lumber, 23 locals in miscellaneous building materials.

The policy committee of the Heavy Construction Division met in San Francisco in April while the Western Conference policy committee was meeting, and had the opportunity of going over some of its problems with Conference President

Frank Brewster. The report of Brother Purvis notes that this was "the most informative and productive meeting the Division has ever held."

Of jurisdictional problems, the report notes that the matter was discussed at great length and it was found impossible to arrive at a "blanket decision" covering all jurisdictional disputes. "It was the thinking of the Committee that each case would have to be considered on its own merits and decisions arrived at," it is stated.

After a lengthy discussion, the Committee recommended that, as contracts expire in the construction industry, "we attempt to insert clauses in future contracts demanding Teamster supervision of Teamsters. We also recommended that some provision be inserted in the contract whereby it will become mandatory upon the contractor or a reliable sub-contractor to carry the owner-operator on their payroll."



NINETY per cent of the firms with which the Cannery Division negotiates contracts have incorporated health and welfare plans, the report of Peter A. Andrade, director and secretary-treasurer, notes.

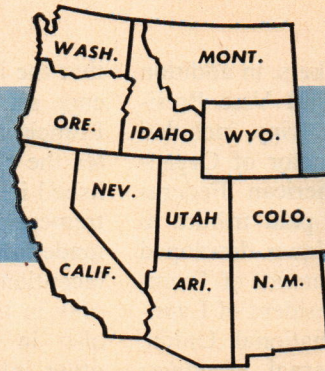
The division has united its forces with the California State Council by setting up various divisions, such as Freezer, Dehydrating and Canning, for the purpose of establishing standard and uniform contracts, and to coordinate termination dates with those of other Divisions in related fields.

In the Northwest, the Washington and Oregon Cannery Councils were dissolved and amalgamated into the Northwest Council of Food Process Workers, a more useful organization for the extension of or-

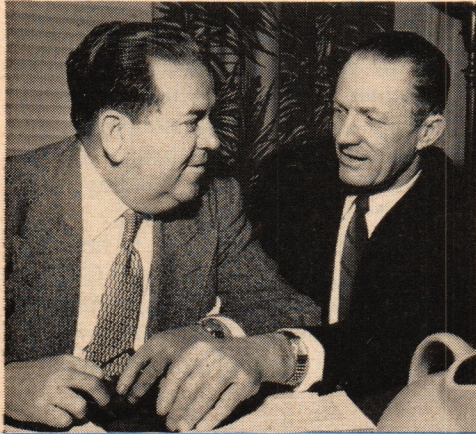


Dairy

Left: Bill Franklin, director, talks as Mark Whiting, chairman, and Eric Ratcliffe, secretary, give attention.



Western Trade



Bakery

Wendell Phillips and Charles Bolton.



Cannery

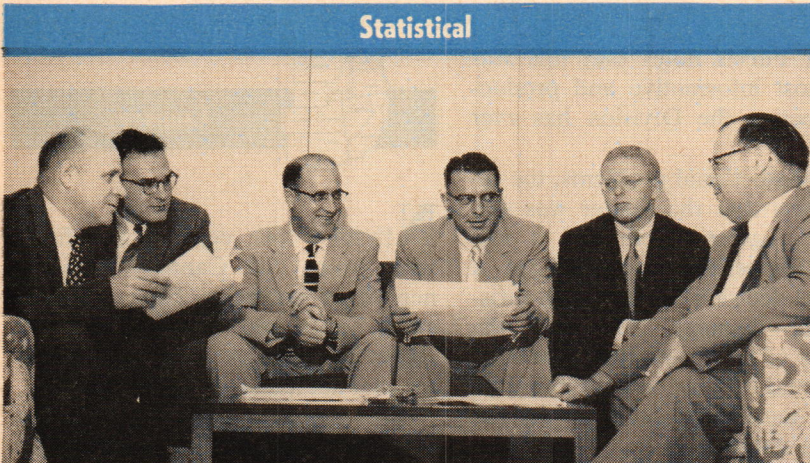
Peter Andrade and Vern Pankey.



Miscellaneous Sales

Below: Lawrence Enbody, Gerald Shearin.

Below, from left: R. F. May, Anthony Vavrus, Charles Cross, Walter H. Briem, Harry Polland, Henry Spiller.



Statistical

Below: International Vice President Joseph J. Diviny and H. L. Woxberg (at table) listen to Fred Lordan of Western Highway Institute.

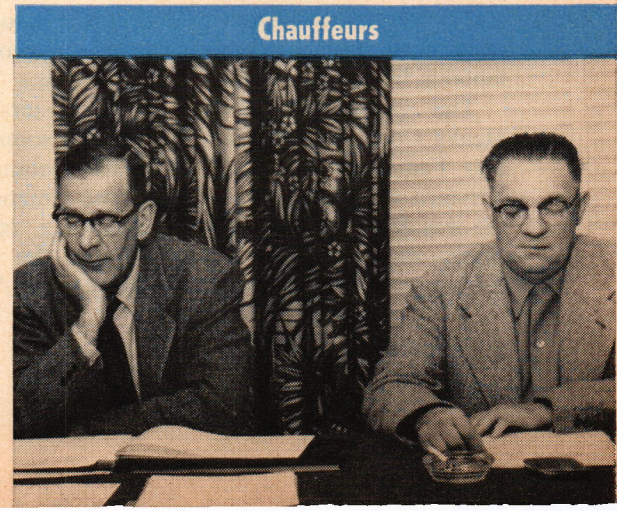


Log Hauling

Below: Walter Bass and B. I. Bowen.



Over-the-Road



Chauffeurs

Conference of Teamsters

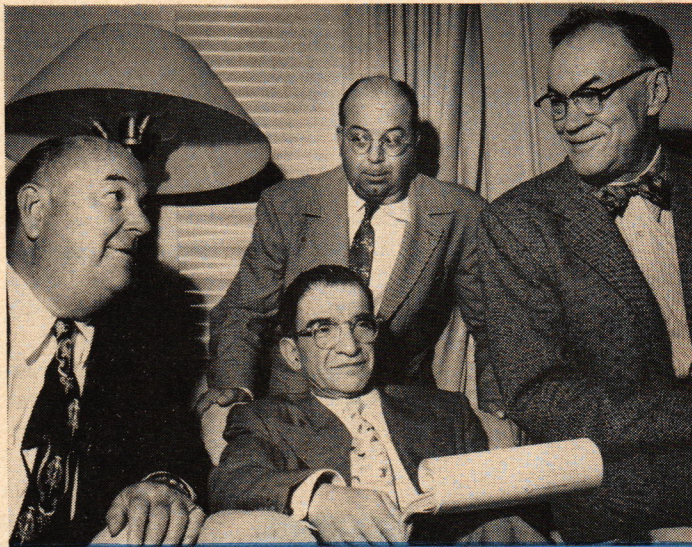
Divisions Caucuses Prove Heart of Session

Below, reading clockwise: Ron Moxness, Raymond Leheney, Reg Mikesell, John Yarmola, Walter Wagner.



Public Relations

Below: John C. Stevenson, Samuel Bassett, Robert Minne, Clarence Beck.



Legal

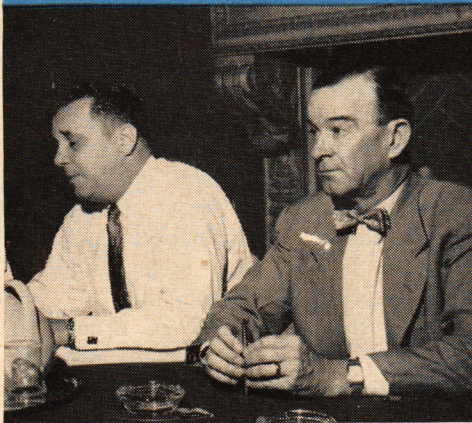
Below: George Mock, Joe Dillon.

Warehouse



Below: George Purvis, J. F. Ward.

Heavy Construction



Below: Fred Irvin, Arnold Moss.

Automotive



Beverage

George Leonard, William Griffin.



Laundry & Dry Cleaning

V. V. Alexandrof, Jack Williams.



General Hauling

Harold Lopez, John Filipoff.

ganizing into Idaho and Utah. A representative now is working full time in the Northwest.

"The Cannery and Warehouse Divisions are continuing their program of mutual assistance and have in various areas jointly assisted one another and will continue this type of mutual assistance in the future," Andrade's report notes.

The report extends thanks to President Frank Brewster, all affiliated trade divisions and joint councils for assistance and advice during the year.

In commenting on the Cannery Division report, President Frank Brewster noted the "terrific solidarity shown in the 10-day cannery strike in California last year. The increased wages now going to the cannery workers have had a stimulating effect on business in their communities."



General Hauling

EFFORTS will be made in the coming year to improve and standardize the contracts within the General Hauling Division, the report of Harold Lopez, chairman, notes.

"An important step in this direction has already been taken in the local drayage industry in Northern and Central California. A Joint Council 38 local drayage committee was successful in obtaining for the first time uniform wage rates throughout the Sacramento and Central California valleys. In addition, a common expiration date for all drayage contracts was arrived at and it will now be possible to secure a Master Agreement for the whole Valley area in the next year's negotiations. This is a good example of what can be done when the local unions undertake to work together and establish uniform wages and conditions."

This Division further notes that while it has been very successful in establishing jointly administered health and welfare plans, "there are still cases where health and welfare plans are not in effect. Every effort should be made to eliminate these

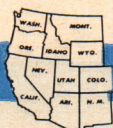
situations so that uniform programs are maintained for all of our members."

"We must learn to analyze the problems of the trucking industry," Lopez notes. "This means that we must provide representation at all common carrier hearings, understand the economics of the industry and fight legislation on the state and local level which might be harmful to the industries that support our members."

An excellent statistical summary of conditions existing in the local unions was presented to the delegates, with a foreword by John W. Filipoff, secretary of the Division.

In 1952, the Division reported membership of 40,021. In 1953, it stood at 50,221. In 1954: 54,225.

President Brewster attended the caucus and commended the Division on the permanent organizing set-up being planned. Secretary Filipoff noted that since the last Conference, 3,813 additional members had been brought under health and welfare plans.



Chauffeurs

ANSWERS to questionnaires sent out by this division to locals show a decline in business almost over the entire area. "However," reports Walter B. Bass, secretary, "I am happy to report that our people have been able to hold their wages and conditions throughout the area."

Noting that a number of firms have gone out of business, Bass' report notes that the division is faced with solving the leasing and renting problem.

Employers in many places have turned to the unions for aid and advice in these matters, and the division feels that they will be able to find an answer to the problems this year.

A general increase in the cost of welfare plans is noted. In most instances, employers feel that they are paying all that the industry can bear.

"On the brighter side, insurance rates have leveled off and in some cases decreased, due to the union's

and employer's efforts to decrease accidents," the report notes. It concludes:

"In closing, I am happy to report that the attitude of the people attending the caucus meeting was one of confidence in their ability to solve the problems and go forward."



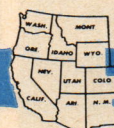
Log Hauling

THE report of Lawrence Enbody, secretary, states that several local unions reported gains in membership.

"However," he adds, "not a great deal of new organization of log truck drivers was reported, due primarily to the existence of the CIO and Lumber and Sawmill Workers in the woods, with some local unions reporting tremendous resistance from the latter group."

"Though we have met with no success heretofore by petitioning the N.L.R.B. for representation elections, there has been a recent instance where N.L.R.B. did accept a petition to establish a craft unit in an existing industrial unit. . . ."

Where Teamsters have log haulers organized, wages average about \$2.20 an hour.



Over-the-Road

THIS Division is greatly concerned with the efforts being made to foster mileage taxes designed to discriminate against over-the-road trucking in the 11 Western states.

Fred Lordan, attorney for the Western Highways Institute, gave delegates at a caucus in the St. Francis Hotel a run-down on the fight being waged by the rail interests to beat down truck competition in the state legislatures. Further details on this behind-the-scenes legislative fight were recounted by International Vice President Joseph Diviny, chairman of the division, and Dutch Woxberg, secretary.

The Division urged that the "11

Western states' legislatures adopt tax programs which consist of annual fees and fuel taxes and provide that such taxes be distributed equitably among the states proportionally on the basis of miles traveled within each state. This program will assure that all trucks will pay a fair share of revenue and will, at the same time, prevent the erection of interstate barriers to truck traffic."

The resolution added:

"The free movement of motor transportation is essential to the economy of the entire West and we are resolved that this industry shall continue its contribution of service to the prosperity of the region unhampered by artificial barriers and restrictions. We are further resolved that past failure of the trucking industry to advance constructive tax programs shall not be allowed to result in punitive taxes destructive of the livelihood of the industry's employees."

Another resolution approved the statement of tax position and policies of the American Trucking Associations with respect to interstate trucks and endorsed the statements proposing apportionment of license fees and fuel taxes to the states traversed by interstate vehicles. "We are, further, in accord with the position taken in opposition to ton-mile and weight-distance taxes and support, instead, highway tax structures composed of license fees and fuel taxes only," it adds.

Delegates noted that there will be a meeting of the Western Interstate Committee on Highway policy problems at Gearhart, Oreg., October 1-2 at which the issue of reciprocity will be discussed.

"The Western Conference of Teamsters desires to express its opposition to any proposal submitted to that conference and meeting that has to do with the enactment of mileage taxes as a solution to the reciprocity problem. The conference further deplores the failure on behalf of the motor transportation industry to submit heretofore a plan of equitable division of license and fuel taxes by the states. Such a plan has now been devised and adopted and is being submitted to this committee through the American Trucking Associations. The Western Con-

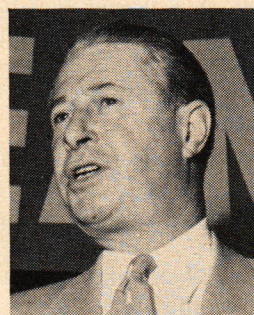
Western Conference of Teamsters Speakers Extend Welcome



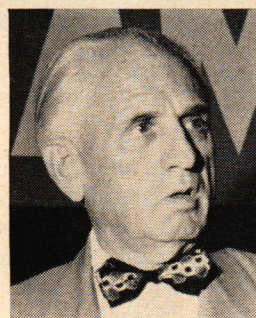
Dan Flanagan
Regional Director, AFL



Thomas Pitts
California State AFL



Joseph J. Diviny
IBT Vice President



Sam Byers
Laundry Workers



Thomas Maloney
California State Assembly

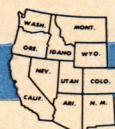


Harry O'Reilly
AFL Representative

ference of Teamsters urges the adoption of this plan."

The Over-the-Road Division report was lauded by President Brewster, who told the conference:

"We are going to go into that problem of the over-the-road truckers and we will show how essential it is to keep that lifeline of truckers alive."



Automotive

THE annual statistical report of the Automotive Trades Division (Arnold Moss, chairman; Fred Irvin, secretary) contains a prefatory page that is an excellent plea for the union shop card. It reads:

A good many years ago, Teamster organizers realized that when they had organized a garage, service station, tire shop or other place of

business, their work might prove wasted unless they could inform the public and our members as well in such a manner that there could be no mistake. For, unless we could encourage union people, especially the members of our own Teamsters, to give their patronage to only the places displaying union shop card, our efforts were doomed to be somewhat ineffective.

That is why we adopted the Teamsters union service card in the year of 1940.

We believe that if all of our union members would patronize their Teamster shop card, our organization problems would be much easier to solve. Unfortunately, we are not getting and we have never received the complete cooperation even of our own people. We believe the fault is ours. We have not emphasized our shop card sufficiently; we have not convinced those closest to us by union ties that our shop card is of first importance, both to them

and to the future of their organization.

We submit that we have no more important duty to perform during the next year than that of convincing our own people that they should always patronize our Teamster union shop card and refuse to give their patronage to non-union places of business.

There are many reasons why this is true. There can be no such thing as neutrality or appeasement in this campaign. All business concerns effected by our jurisdiction are either for us or they are against us. There is no half-way point, no twilight zone. If they display our Teamster union card we know that they also employ our members, at Teamster union wages and under Teamster working conditions. If they do not display the Teamster shop card, they do not employ our people. It is as simple as that.

When union Teamsters patronize a firm which displays the Teamster union shop card, they automatically encourage one of our employers to continue to employ our members, at our union wage scale.

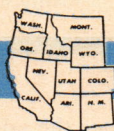
When, however, union Teamsters either through ignorance, carelessness or deliberation, give their business to a non-union firm, they encourage an enemy to continue paying less than our fair wage scale and at the same time they discourage our friendly employers.

When for any cause whatever we are foolish enough to discourage our friendly employers, we undermine the foundation of our union wage scale. When we encourage an enemy, we help him cut our wages.

This is the message we believe we must get across to all of our members in such a manner that they will grasp it quickly and remember it.

We need all of our weapons in our organizing fight today. Our Teamster union shop card is our most effective weapon if it is properly used and if its use is understood by our own people. We can hope to meet successfully the present-day challenge of our enemies, only if we go into the campaign fully informed and fully armed—and this means that we must place greater emphasis

than ever before, in our union and council meetings, as well as in our daily contact with our members, upon the vital necessity of patronizing our Teamster union service card at all times.



Warehouse

THE Western Conference has contributed \$25,000 to this Division to intensify its general organizing campaign in the warehouse and produce fields. (The sum will be matched by a like contribution from the International.)

At the caucus in the St. Francis Hotel, it was noted that the Safeway committee had been reactivated to bring about settlement of the dispute with the grocery chain.

The report of George E. Mock, president; Jack W. Estabrook, vice president, and Joseph M. Dillon, director and secretary-treasurer, notes that considerable work has been accomplished in the last year. The Warehouse and Produce Council, working in close cooperation with the Western Cannery Council under the direction of Peter Andrade, pledges even greater strides in the year ahead. "The cooperation

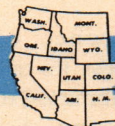


Western Conference President Frank Brewster, left, welcomes to speaker's stand Jack Springer, Director of the Western Highway Institute, who told of trucking industry's fight with rail interests.

of the two trade divisions has been of great advantage in gaining the progress which has been made," the report states.

The Division reported that in the field of Health and Welfare it has found many problems facing it nationally. The Division said these problems are being overcome as rapidly as possible and in the settlements the Division always adheres to the policy of the Western Conference of Teamsters. In Health and Welfare issues involving two major concerns economic action is expected before a satisfactory settlement is achieved.

In its organizing campaign, the Division will put special emphasis on the Los Angeles area.



Laundry & Dry Cleaning

THIS division is setting up a permanent, well-organized drive in cooperation with the Laundry Workers' International Union, whose International President, Sam Byers, addressed the caucus in the St. Francis Hotel.

From reports submitted by the various local unions to V. V. Alexandroff, chairman, and Jack Wil-

liams, secretary, it is concluded that many areas having a six-day work-week suffered a loss in volume, while in others with a five-day work-week, the volume held steadily and in some cases increased.

"This would indicate," says the secretary, "that the number of days in the driver's work-week is not the controlling factor, as far as the problem of volume is concerned. In view of this, possibly too much weight has been given to the work-week in reference to the overall volume of the industry, rather than other factors, such as poor quality, cheap competition, and improper handling of customer relations by the company. For example, in Los Angeles, customer relationship is not too good because of too many articles being lost from the bundle while in production, and the company's resistance to proper claims adjustment."

Ray Leheney, secretary of the AFL Union Label Trades Department, spoke to the members of the caucus regarding the promotion of the union label. Sam Byers, president of the Laundry Workers, spoke on the problem of representation in 11 states in the laundry field. He stated his organization would gladly be a part of any program established by the Laundry Division of the Western Conference of Teamsters for the purpose of putting a field man in to work for the Division.



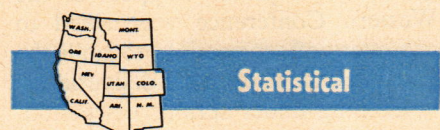
ONLY because of outstanding cooperation between the secretaries and representatives of local unions that participate directly with this Division has it been possible to record progress in the past year.

"Just recently," the Division notes, "because of this cooperation was it made possible to establish the contract covering the Farmer Brothers Coffee Co. operation involving some five states. . . . The money put into this fight was well spent."

Progress of this Division has been hampered by the California Jurisdictional Disputes Act. (A resolution

proposing the repeal of this Act was endorsed at a general session of the Western Conference.)

The Miscellaneous Division singled out as a special problem the "independent operator" now operating in many areas. A committee was appointed to look into this manner of operation and to find a solution to the many problems it has caused. The periodical and magazine phase of jurisdiction has shown considerable progress within the last year, it was reported.



GROWTH of health and welfare plans in the West continues unabated.

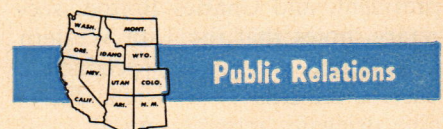
The statistical department of Joint Council 42, Los Angeles, notes that since the establishment of the Teamsters' Security Fund Office in Southern California, the total claims paid to or on behalf of the members and their dependents to April 30, 1954, amounts to \$10,630,340.57. The number of claims handled per day by this office alone has been averaging 493. "The department," it is noted, "has been available to assist the local unions in the analysis, interpretation and application of such data in their negotiations. Since the disestablishment of wage and price controls, the use of such data has become increasingly important."

Walter H. Briem, administrator of Washington Teamsters' Welfare Plans, discussing the growth of health and welfare plans in his state, remarks that on June 1, 1950, some eight employers and 29 employees were participating. At present, 4,843 employers covering 30,801 employees are participating. His report further notes that a program has been negotiated with those engaged in heavy construction and trucking in Alaska.

"A long step in the solidification of its organizing efforts in the canning industry was taken in December, 1953, when the Fresh Fruit and Vegetable Processors of the state subscribed to and adopted the

Teamsters' Welfare Program," the report adds. "This followed months of negotiation and brings to the membership of this most seasonal business, benefits and security which it is doubtful could have been obtained under other circumstances."

At a general session in the Curran Theater, President Frank Brewster introduced to the delegates George C. Newell, pension consultant to the Western Conference, who spoke briefly on the cost factors of pension plans. President Brewster noted that the Conference was moving slowly in the matter of pensions, observing that such plans would be harder, in his opinion, than health and welfare to negotiate. Rates on pension plans are computed on the average age of members of the local union, as against the flat rate on health and welfare. For the information of delegates, a folder entitled "Pension Plan Facts for Teamster Unions" was distributed.



EXPANDED public relations programs of the various Joint Councils in the Western Conference were discussed in detail at the Public Relations Division caucus, presided over by Chairman Raymond F. Leheney. A report prepared by Ron Moxness, editor of the *Oregon Teamster*, notes that problems affecting specific localities were considered and resolutions adopted.

Labor should support the few liberal or pro-labor daily newspapers remaining in the country, Chairman Leheney stated. "Unless labor generally gives these liberal newspapers its generous support, without delay, they will pass out of the picture and leave nothing but reactionary or extremely conservative newspapers in operation," it is noted.

Vernon Cannon, legislative representative of Joint Councils 7, 38 and 42 at the state capitol, Sacramento, called attention to the benefits to be derived from enlisting the membership of various unions in work to defeat anti-labor legislation. One effort was described in which Team-

ster cannery union members obtained more than 100,000 signatures on petitions opposing a bad piece of legislation. With the added support of business and professional people, the bill was beaten.

The importance of stepping up participation of unions and their members in community activities was again noted.

Al Addy, editor of the *Northern California Teamster*, a new monthly publication of Joint Councils 7 and 38, was welcomed to the caucus. The new paper made its bow while the Western Conference was in session, and received favorable comment from men both in and outside the newspaper profession.



Bakery

THE report of Wendell Phillips, president, and Charles Bolton, secretary, notes that the 18th Western Conference was a very productive one for the Bakery Division. Fifty-nine delegates representing 48 local unions were in attendance at the caucus.

Forty-nine local unions representing 8,583 bakery wagon drivers submitted conference reports showing increases in membership and improvements in contract provisions over last year.

A motion was passed that locals in the division give all possible support to locals in Oregon and Eastern Washington to help them obtain contracts comparable to those in Seattle and Northern California.

Difficulties in bargaining with new large chain bakery operators in Northern California were reported. It was the opinion of the delegates that the situation could best be met by closer cooperation among all bakery locals in the Western Conference.

A motion was passed that the division reaffirm its position, requesting that the jurisdiction of the distribution of all frozen bakery products be awarded bakery drivers' locals, and a meeting with delegates from the miscellaneous sales drivers' division was arranged.



Dairy

TREND of the large dairy interests to adopt the practice of no Sunday retail deliveries of fluid milk, and its possible leading to the adoption of no Wednesday deliveries as well, is a matter of concern to the Dairy Division. It is estimated that employment in this field would drop 20 per cent, should the practice be generally adopted. Support of the Western Conference was asked to use every effort possible to hold the present system of retail deliveries.

Coming under serious discussion, too, was the action of some concerns of selling routes to employees or independent contractors. It was suggested that local unions might demand that clauses be inserted into their agreements which will prevent the employer from arbitrarily establishing these practices.

Director William Franklin noted that selfish concerns are leading a fight to repeal milk control acts in California and Oregon, and stated that the support of the entire labor movement would be needed to defeat this attack. "We do not claim," he reports, "that milk control laws are a cure-all for every problem in the milk industry, but we do know that the laws prevent price milk wars which have created such havoc in our industry in the past."



Beverage

IMPROVEMENTS in wages and working conditions are noted in some jurisdictions of the Beverage Division, the report of George Leonard, chairman, and William M. Griffin, secretary, states. Steady advances are noted in the wine producing and distribution field. Organization of winery salesmen driving passenger cars, either for manufacturers or distributors, is urged.

Complete organization in the liquid classification of the division is noted, with substantial wage adjustments reported.

Substantial wage improvements are reported in the brewing industry. The establishment of new Schlitz and Budweiser plants in Southern California, and the purchase of existing plants in the West by other Eastern firms is noted. A number of smaller breweries in the West have folded shop, the report states, as a result of these moves.

A lengthy report on the automatic vending machine operation in connection with canned carbonated soft drinks was given. Delegates were urged to keep a constant check on their localities to see that this operation, including operation and handling of the machines, will be organized when the machines appear.



Western Conference delegates applaud speech of General President Dave Beck.

LEADERS ATTEND RITES FOR GORDON LINDSAY



LABOR leaders, particularly Teamster officials, gathered in Seattle to pay their respects to the passing of Western Conference Secretary-Treasurer Gordon Lindsay, who was stricken with a heart attack shortly after handing a Conference Policy Committee report to Western Conference President Frank W. Brewster at San Francisco.

Mr. Lindsay, who made his first appearance in the labor movement as a member of Milk Wagon Drivers' Local 56, died two hours after he slumped over the table on the stage of the Curran Theater.

Western Airlines booked passage in block form for Teamster leaders in the Bay area to attend Mr. Lindsay's funeral services.

The 53-year-old Seattle Teamster executive was honored with beautiful funeral rites by Elks' Lodge No. 92, of which he was a member. Hymns and songs, including his two favorites, "Roses of Picardy" and "End of a Perfect Day," were sung at the services.

Mr. Lindsay's full title was Di-

rector and Secretary-Treasurer of the Western Conference.

His talent for organization extended to other areas and he played a prominent role in the Northern California cannery campaign, a jurisdictional struggle won by the Teamsters which added thousands of new members to the cannery unions.

In 1940 he became head of the Automotive Trades Division of the Western Conference of Teamsters. He was also one of the organizers and first secretary of the National Automotive Trades Division. He was for many years active in Union Shop card work, his specialty, but frequently was called upon as a trouble shooter by Mr. Beck and Mr. Brewster.

Honorary pallbearers were:

Dave Beck, General President of the Teamsters' International Union; Frank W. Brewster, President of the Western Conference of Teamsters and International Vice President; John Sweeney, General Organizer for the International Union; George Covano, Secretary-Treasurer of Seattle's General Teamsters' Local 174;

B. I. Bowen, Secretary-Treasurer of Seattle Taxi Drivers' Local 465.

Harold Lopez, Secretary-Treasurer of San Francisco's General Teamsters' Local 85; Peter J. Andrade, director of the Western Cannery Council of the Western Conference; William J. Rea, Secretary-Treasurer of Seattle's Garage and Automotive Employees' Local 44; Arnold Moss, Secretary-Treasurer of San Francisco's Garage Employees' Local 655 and President of the Automotive Trades Division of the Western Conference, and Frank Hatfield, Secretary-Treasurer of Los Angeles' Garage Employees' Local 495.

Mr. Brewster received the following telegram just before the closing of the 18th Western Conference of Teamsters:

"Frank, will you please convey to the Conference my sincere grief in the loss of one of our closest associates and most loyal friends. When you telephoned me that Gordon had passed away, it was impossible to believe it. It seems but a year or so ago that he went to work for us and from a standing start he not only organized garage and service station and parts department employees in Seattle and vicinity but was the inspiration for developing the National Automotive Trades Division.

"I have called on him a thousand times, often to travel far, and he has always responded. He surely gave his all to the betterment of his fellow men.

"Our International Union has suffered a great loss. I personally have lost a very warm associate and personal friend.

"In this hour, gathered together, let us recognize that our time here is at best brief and from Gordon's life realize that there is no substitute for loyalty and friendship.

"These attributes, which he had, will live forever among all of us who knew him so well. Our only consolation is that some day we shall meet him again.

"A Supreme Being, whose wisdom and judgment is infinite, guides the destiny of all and I know that the Conference shares with me understanding that with time solace will come to his family and grieved ones.

"DAVE BECK."

EDITORIALS

The Merger March

During the past several months considerable attention has been devoted to the activities in the automotive world. General President Dave Beck was one of the first, if not the first public figure to call attention to the economic softness in the automotive industry. His original observations have been more than verified in subsequent developments in Detroit and elsewhere.

As a part of the general automotive economics picture we are seeing what is literally a march of merging units. Several months ago two independents, Hudson and Nash, joined forces and two other independents, Willys and Kaiser, also combined. More recently the merger picture has had two other independents added: Packard and Studebaker.

The terrific competition in the automobile industry and the scorchingly hot pace set by the moguls of motordom, General Motors and Ford, is resulting in hastening these mergers. Independents are finding it necessary to unite or die. Soon we may have in America only a half dozen or so motor manufacturers and this is a situation which is causing some hard thinking on the part of many. Is it a good thing to have motor manufacturing concentrated in a relatively few hands? Do we always get the best for the consumer in service, design and production? Is the efficiency which large units can develop worth losing some of the elements of individuality which will be lost when only a few major makers dominate?

These are questions which are puzzling more than economists and engineers. They are also puzzling consumers, and most of all the workers who are affected and displaced by these economic changes which the march of the mergers brings.

V-J Day

Nine years ago this month we celebrated V-J Day, the end of the war in Japan. And this marked what we hoped would be an era of peace, not only in the Pacific, but in all the world. But what have we now?

In the Pacific we have serious problems, problems of peace and war. The war in Indo-China goes on and on and the Communist forces appear to be winning with the French forces fighting a progressively losing struggle. And the loss of Indo-China foretells other disasters which may come to the Free World in the Far East as the Communists enlarge their sphere of influence.

But in the Pacific area also we are faced with another problem which some postwar planners foresaw nearly a decade ago. Japan cannot support her expanding population without economic or political expansion or without ample facilities for foreign trade. And what is happening?

The United States has been reluctant to see Japan trade with Red China or other powers within the Soviet orbit. But in keeping Japan out of that orbit, we have had to bolster her economy substantially—which means that the American taxpayer has had to bolster the economy with funds. And now the question: Will our trade policies toward Japan change or will we continue the high cost of supporting her economy? This is a question which is proving vexing indeed to the Free World and more especially to the United States—nine years after V-J Day.

7 Years of Taft-Hartley

On August 22, 1947, the Taft-Hartley law went into effect. There were many in the labor movement then who foresaw either (a) an early repeal or modification of the act or (b) an enforcement which would make the statute relatively harmless. And what has the record of seven years been?

In the first place, there has been no repeal despite the diligent efforts of the American Federation of Labor. In fact, repeal attempts have been so futile that efforts have been directed toward amendments which would greatly ease the harshness of the law. And even basic amendments have not been forthcoming. Even the so-called "union-busting" provisions condemned by Candidate Eisenhower at the 1952 AFL convention have not been repealed by a Congress the majority of which is of the same party as President Eisenhower.

As long as we enjoy high levels of production and prosperity, the rigors of Taft-Hartley are not felt as sharply as they might be. But as the economic curves turn downward and competition for work becomes keen, the real teeth of the law are revealed. Or to use another figure of speech, the Taft-Hartley law is like a time bomb set to go off in hard times.

Related to the law itself is the National Labor Relations Board. The Board is the official regulatory agency of the Government and how it does its job affects seriously the welfare of American labor. Recently the Board has been reconstituted and with the new personnel have come changes in policies and enforcement. Labor is now beginning to feel the rigors of the law. And before we note the eighth anniversary of the law's passage we may see more and more persuasive evidence that Taft-Hartley is an iniquitous piece of legislation which should be wiped off the books.

Are You Registered?

It is not the policy of the International Brotherhood of Teamsters to tell the members how they should vote or to what party they should direct their political al-

legiance. But there is a matter in which the International would like to stress attention: the importance of registration and of voting.

Voting is one of the great privileges of a free people. Men have fought and died for the privilege of casting a secret ballot for the representatives of their choice. The heritage of freedom is closely bound up in the matter of the vote.

We have a choice before us. We can either obey the great dictates of this heritage of freedom and exercise the privilege of voting or we can ignore the great struggles of the past and prove ourselves both indifferent and unworthy of the freedoms we enjoy. If we choose the former course we can help shape our own destiny. If we choose the latter and ignore the job of voting, we will deserve the kind of candidates we get—we will deserve to get kicked around, if we do not take the trouble to elect decent candidates to office.

Trade unions have a great stake in public affairs. We note the slow, but vicious march of the so-called "right-to-work" laws in the states. These can be undone only in the state legislatures. We see Taft-Hartley still on the books. This can be taken off only by electing our friends to Congress.

Construction's Big Boom

The year 1954 is proving itself a boom year in construction. While many other phases of the economy are showing alarming signs of weakness, construction is proving a great source of strength. The first half of 1954 wound up with a slight increase for six months over the comparable figure of last year.

In 1953 the nation reported \$35,600,000,000 and in November the Departments of Labor and Commerce in looking toward 1954 forecast a slight decline in volume for this year. Recently, however, the predictors took another look at developments and reversed themselves. Whereas they had said we would have at least a 2 per cent decline in 1954 over 1953, they now say that we should have a 2 per cent increase. We hope their latest prediction is right.

We devoutly wish that all segments of the economy were as strong these days as construction appears to be. We do know that the strength of construction will have a marked effect on other phases of the economy. Unfortunately other weaknesses can also influence construction negatively. We hope, however, that all trends will follow construction—upward in the months ahead.

Conference in Canada

This month Canada Teamster locals are sending representatives to a meeting in Saskatchewan for the purpose of bringing into closer cooperation our Canadian locals. Plans have been made for officers of several of our national trade divisions to meet and speak to the Canadian representatives.

This forthcoming session should be a milestone in Teamster organization and comes at an appropriate time after we have formulated our area organization

work in the United States. We have recently completed organization of the Eastern Conference of Teamsters and only a year ago we began work in our Central States area.

These two area conferences together with the Western Conference of Teamsters will work closely with our Canadian locals. There is a strong feeling of kinship between Canadian members and those in the United States, especially along the northern sections of the U. S. The interchange of transportation with heavy lines of freight and cargo going north and south across the border also makes for continued close working relations.

Canadian Teamsters attend our various trade division sessions and our national meetings and have always made genuine contributions to the success of these sessions. We feel that as we bring them into close relationship with our area conferences, the general advances in organization work will be given an even greater boost in the future than it has received in the past.

Canada is a growing country and organized labor in that nation merits every possible help in trade union leadership. We are proud of our Canadian membership and we feel that after the conference in Saskatchewan, we can develop an even greater program in the months to come than we have had heretofore. We look forward with hope and promise for bigger and better Teamster success in Canada in the period ahead.

"Piggy-Back" Gets Boost

The Interstate Commerce Commission has recently withdrawn an order forbidding "piggy-back" operation by six railroads against which an order had previously been issued. This means that some of the country's largest lines—notably the Pennsylvania and B. & O.—can begin hauling highway trailers on flat cars. These and four other railroads had been delayed in their piggy-back programs by an I.C.C. order. The way is now open for operations.

Teamsters are familiar in general with this new development in highway freight trailer transport. Long lines drivers will be most seriously affected. What impact the new operations will have on truck drivers in general is as yet unclear. The International Brotherhood of Teamsters has been observing this new development with considerable interest and has sought to find out what type of transport policies would be pursued by the railroads in connection with the truck-trailer-flat car operation.

At the recent Central States and National Trade Division meetings in Chicago this problem of piggy-back was given thorough consideration. No one has all the answers yet and we are unprepared as yet to say what the best approaches on this matter are with respect to the International Brotherhood of Teamsters. We do want our members to know that we are watching the situation with both interest and concern for we realize that this is a transport technological change which appears to be here if not to stay, at least for a substantial trial period, to say the least.

Teamster Experts Hit "Gypsy Evils"

(Continued from page 11)

our airlines neither owned nor controlled a single airplane but were dependent on itinerant pilot-operators for actual movement by air."

The Teamster organizer blasted the gypsy operators for violation of safety regulations of the I.C.C. He pointed out that safety costs money—money for proper maintenance and equipment, for inspection, repair, etc. and this money the gypsy does not have and the authorized carrier who leases the equipment will not spend. As the result both the gypsy and the public are endangered.

"The tales these owner-operators (gypsies) tell," Evans told the committee, "about their violation of safety regulations are uniformly similar. Repeatedly they drive for periods of 20, 30, 40 even 50 or 60 hours continuously without any rest or with only an occasional catnap at the side of the road. They keep going on 'No Nod' or 'No Doze' pills which are available at all truck stops. They may be guilty of all possible violations of safety regulations . . . they are driven to excesses by the system."

Gypsy trucking breaks down rate structures of fair dealing employers and drive many into the vicious practice of trip-leasing. He said the

gypsy seldom, if ever, carries liability insurance and so in a case of accident, the aggrieved party is left with no recourse but a lawsuit on his hands. Evans called for elimination of trip-leasing if we are to have an orderly well regulated system of motor freight operations.

The story told the committee was similar to that related to the Commissioners at the hearings before the I.C.C. Three truck drivers took the stand and told their experiences: Thomas E. Kirby and William E. Brengle, Jr., Local 557, Baltimore, Md. and Richard Vickrey, Local 135, Indianapolis, Ind.

In addition to the testimony of the truck drivers a strong statement was read into the I.C.C. record on behalf of General President Dave Beck. In his statement the general president said that ". . . anything that seriously affects the welfare of the trucking industry affects the welfare of our people. . . . Our union in its own self-interest must have a healthy, well regulated trucking industry, just as the people of the United States must have a healthy, well regulated transportation system as a whole."

Referring to conditions several years ago which brought on demands for banning trip-leasing. Mr. Beck said, "The situation was bad in 1948—it is worse today. Trucks are operating without any regard for the safety of equipment or for the

hours of service of employees and the results are apparent in accidents, injuries and death."

The general president criticized what he called "certain shortsighted interests in this country" which would find a chaotic and unregulated trucking industry easier to deal with than a regulated and stable one.

Statements were entered into the record on behalf of a number of truck drivers who had similar stories to tell as those related by Messrs. Kirby, Brengle and Vickrey. Others who appeared before the I.C.C. and were ready to tell of their experiences and who submitted statements included William A. Trueblood, Local 822, Norfolk, Va.; Ovilla LeClair, Albert Audet and William Gorglione, all of Local 251, Providence, R. I.; Jack Hoeard, Local 557, Baltimore, Md.; Clarence Voss, Local 407, Cleveland, Ohio; Charles McFee, Local 710, Chicago, Ill.; Cordell Ellis, Local 100, Cincinnati, Ohio and Roy Ford and J. W. Fine, Local 621, both of Knoxville, Tenn.

The stories were strikingly similar: excessive hours of driving and keeping awake with drugs, overloading, violations of all sorts of safety regulations, general violations of rate structures and standards of maintenance and safety on the highway.

Paper Praises Agent

The *Syracuse Catholic Sun* recently paid tribute to W. Edward Thompson, business agent of Teamsters Local 316 and president of the Syracuse Federation of Labor, in a column by Rev. Richard M. McKeon, S.J., director of the LaMoyne College School of Industrial Relations.

In discussing the milk industry, Father McKeon said Mr. Thompson represents the high type of union leader who is deeply interested in the success of the enterprise from which the workers receive their livelihood.

"He knows that if industry declines, labor pays a heavy penalty. He is an ardent advocate of intelligent cooperation through which management and labor can improve and stabilize the enterprise concerned," Father McKeon concluded.

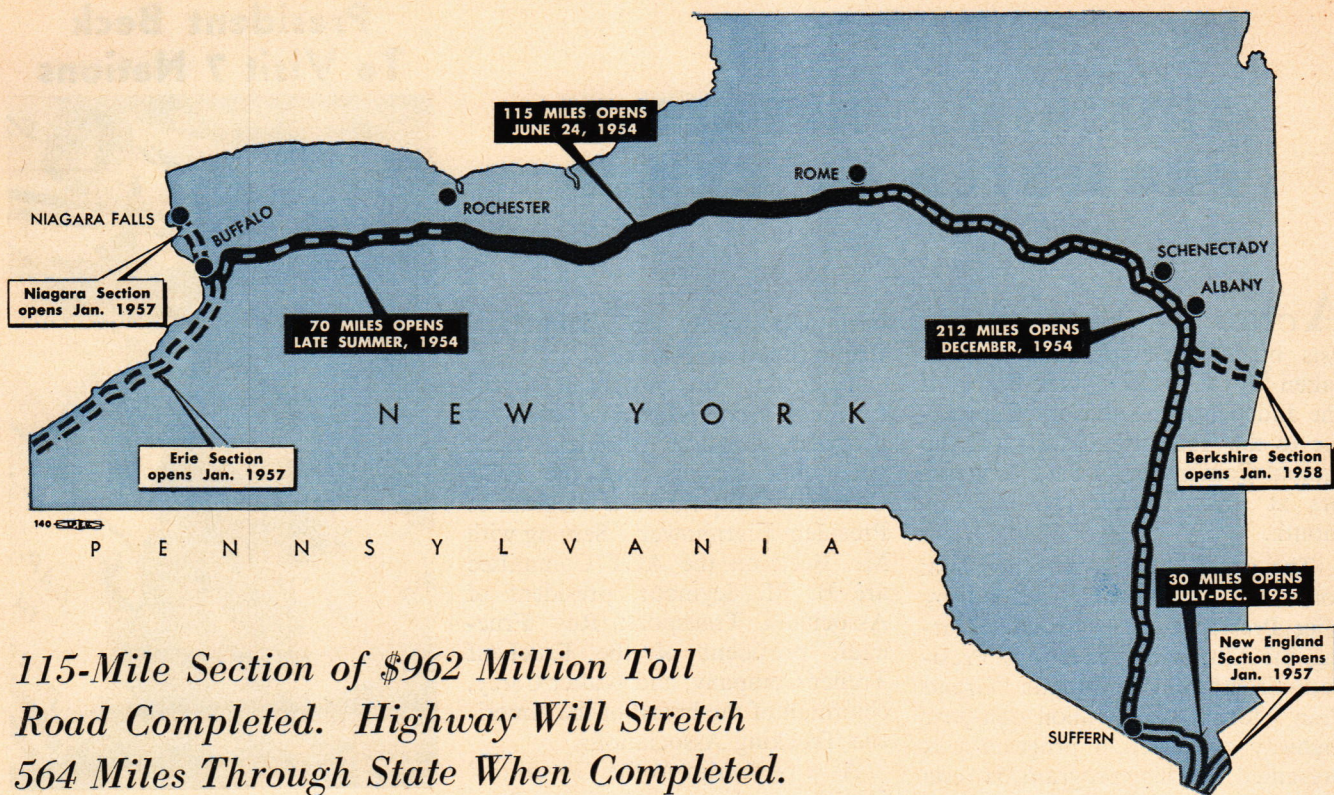
Canada Conference Set

A conference of representatives of all Teamster local unions in Canada has been called by General President Dave Beck. The meeting, a two-day affair will be held in Regina, Sask., August 21 and 22, immediately preceding the 1954 session of the Canadian Trades & Labor Congress. Meetings will be held in the Fort Saskatchewan Hotel.

Thomas E. Flynn, chairman of the Eastern Conference of Teamsters will be chairman of the meeting. Speakers at Saskatchewan will include Vice President James R. Hoffa; Dave Kaplan, chief economist of the Teamsters; Lewis C. Harkins,

director of the National Cannery Division; Harold Thirion, director of the Construction & Building Materials Division and Harold Gibbons, acting director for National Warehouse Division.

In commenting on the Canadian meeting, General President Beck emphasized the plan for close relationship of Canadian local unions with the Western, Central States and Eastern Conferences of Teamsters. The affiliation is designed to make more effective cooperation of regional areas and will also be set up to coincide with the prevailing transport movements.



115-Mile Section of \$962 Million Toll Road Completed. Highway Will Stretch 564 Miles Through State When Completed.

N.Y. Thruway Section Opened

MANY a Teamster who has fought his way northward from New York City after a speedy trip across the Pennsylvania and New Jersey Turnpikes breathed a sigh of relief late in June with the opening of the first section of the new \$962,000,000 New York Thruway.

The first 115 miles were dedicated and put to use while construction crews were working feverishly to add new sections to the planned 427-mile toll road between New York and Buffalo.

Actually, when fully completed in late 1955, the road with spurs will include 564 miles of four- and six-lane reinforced concrete surface.

Spurs will join the Thruway with the projected New England and Massachusetts turnpikes, to Niagara Falls and the Pennsylvania state line from Buffalo and to New Jersey's Turnpike and the Garden State Parkway in the future.

The first section opened carries the traveler from Lowell, southwest

of Utica, to West Henrietta, south of Rochester. Later this summer, the section between West Henrietta and Buffalo will be opened and in December, the longest section—from Lowell to Suffern—will be put into use.

That will leave only the 30 miles from Suffern across the Hudson River on the new \$60,000,000 Tappan Zee Bridge, down through Westchester and into the Bronx to be completed.

The New Thruway will then far surpass the 327-mile Pennsylvania Turnpike as the nation's longest toll expressway.

The road will directly serve 85 per cent of New York State's population of 16 million who live within 20 miles of the Thruway. The state's seven largest cities will have access to the turnpike.

It is estimated that 24,235,000 vehicles will use the historic water-level route in the last six months of 1955. By 1956, the number of ve-

hicles using the Thruway should jump to 50 million and two years later, at present traffic growth, the number may exceed 90 million annually.

Passenger cars will pay 1¼ cents a mile while trucks will be levied from 1¾ cents to 5 cents a mile. Autos will be controlled with a 60-mile speed limit and trucks may travel up to 50 miles per hour.

Experts see the day when a traveler will be able to drive onto a through highway in Maine and travel all the way to the West Coast. Already, with the completion of the New York Thruway, continuous controlled access travel from New England to Chicago seems only a year or so away.

With projects being planned in the middle and southwest, toll roads will soon cut through Kansas, Missouri, Oklahoma and Texas as far south as Houston and San Antonio. A westbound Texas toll road would put the driver in shouting distance of Los Angeles.

TRUCKING INTERESTS PROMOTED BY GROUP

ACTION in promoting the interests of the trucking industry was taken by a working task force of the Independent Advisory Committee to the Trucking Industry at the annual Conference of State Governors at Lake George, N. Y., last month.

The ACT had a working task force at Lake George headed by Vice President Einar Mohn. During the Governors' meetings President Eisenhower's dramatic "Grand Plan" for a \$50 billion ten-year highway construction program was presented. This program is one which evolved following conversations held between General President Beck and other ACT Committee members and President Eisenhower.

The \$50-billion program, while generally favorably received by the country at large, did meet with opposition from some governors who believe that highway construction should be carried out on a state basis.

The ACT delegation at the Governors' Conference was able through committee representatives to keep in touch with all 42 of the governors attending the annual meeting. Problems of highway taxation and artificial barriers which obstruct the free flow of highway traffic in interstate commerce were primary topics of discussion by ACT representatives.

Other subjects on which information was presented to the governors included realistic data on the ton-mile or weight-distance taxes and their various types, all of which have

been opposed by the International Brotherhood of Teamsters.

Following the proposal of the President's comprehensive highway program, General President Beck and other members of the ACT Committee dispatched a telegram to President Eisenhower. Serving with Mr. Beck on the ACT Committee are B. M. Seymour, president of Associated Transport; Roy Fruehauf, president of the Fruehauf Trailer Company, and Walter Carey, chairman of the board of the American Trucking Associations.

As a postscript to the Governors' Conference, General President Beck held a press conference in New York City July 15 just before departing on a trip to Europe to attend the International Transportworkers' Federation meetings in London. Mr. Beck pointed out that the ACT organization fully endorses the President's \$50-billion highway program.

"The President's plan for highway construction and the governors' concern with uniformity in tax structures in the 48 states are major facets of the program and all are part of one problem," Mr. Beck told reporters in New York. He pointed out that for the first time a realistic solution of truck-tax and truck-regulation within the states have become possible.

It was also brought out at the press conference that the ACT affiliates are ready and willing to pay their share of truck taxes, but they feel that the weight-distance taxes threaten a free flow of commerce between the states and hence oppose this type of levy.

President Beck To Visit 7 Nations



General President Dave Beck will return to the United States early this month following a 25-day trip in which he will have visited nine principal cities in seven countries. Mr. Beck left by air from New York City July 15 to attend the biennial sessions of the International Transportworkers' Federation meeting in London. Mr. Beck attended the ITF meetings as an observer at the invitation of Omer Becu, general secretary, and Arthur Deakin, vice president.

Following attendance at the ITF meetings, the general president was scheduled to go to Berlin and Frankfurt, Germany; Paris, France; Geneva and Zurich, Switzerland; Rome, Italy; Madrid, Spain, and Lisbon, Portugal.

Mr. Beck said before leaving that he is anxious to learn more about the work of the ITF which has 147 affiliates in 50 countries and a membership of 6,000,000 in the various transport trades. He also said that he wants to talk with union and industrial leaders in key cities in Europe especially on matters of labor progress and economic recovery.

He will return in time for the August meeting of the American Federation of Labor Executive Council.

...the blood you give
helps someone live!



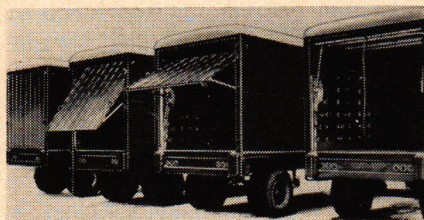
**GIVE BLOOD
NOW**

WHAT'S NEW?

New System Provides Automatic Lubrication

Periodic lube jobs can now be eliminated with the installation of an automatic lubrication system produced in St. Louis. This automatic system provides simultaneous lubrication for all trailer bearings while the unit is interlined, a measured lube charge being delivered to each connected bearing every time the trailer air brake is applied. Air brake equipped trailers, gravity tandem, spring suspended tandem, and most single axle trailer transports can be thus equipped.

Advantages Listed for New Truck Door



Greater strength, lighter weight, weather proof, easier to open, easier to close—are the claims made for a new Detroit-produced truck door. The new door allows the driver to back up against the platform without the driver first opening the door. Making loading and unloading a faster job, it maintains a waterproof seal and is resistant to rust and corrosion. The door rolls on strong guide rails, can be locked in place when open in either of two positions and is held shut by two heavy-duty hasp locks which fasten both sides of the door and can be padlocked or sealed. Spring balanced and operating with only a slight lift, the door requires less than 3 inches of headroom. The unit is easy to mount and will fit any opening from 72 inches to 90 inches in width and height.

Instant Production Of Distilled Water

Distilled water for use in batteries and other equipment requiring it can be instantly obtained through employment of a new water purifier produced in Baltimore. Instantly demineralizing water by filtering it twice through a high capacity resin filter, the device is only 7¼ inches long.

Simplified Tow for Any Make of Car

It is claimed that precise steering is more easily obtained with a new, simplified bumper-to-bumper towbar designed for use on any make of automobile. A kingpin connecting the towing and towed cars, together with the cables attached to the steering rods of the towed car, provide this more responsive steering action.

No Wheel Removal With New Rounder

Removal of wheels becomes unnecessary, with use of the new tire rounder, which trues tires on the vehicle and will handle truck tires up and including 7.50 by 20. The device, which is said to be completely automatic after the initial setting, will true the average tire in 10 to 15 minutes. An added convenience lies in its portability, permitting it to be rolled to the vehicle.

Working Platform For Truck Repairs

The mechanic or driver can make needed engine or other repairs on a truck with greater ease through mounting a sturdy platform, anchored to the truck wheel. Designed to fold for ease in storage and hauling, the platform is made of steel plate and is of welded construction with teeth which will fit any type tire.

Welding Truck Is Carry-All

One trip is all you need to transport the tanks, gauges, hose, torches and other equipment needed for welding when using the new welding truck, manufactured in Wisconsin. A balanced, three-wheeled carriage transports the entire load, with the tanks nested in shock absorbing cradles. A 21 inch by 26 inch work space is provided by pulling a chain which releases the built-in utility table.

Economy Featured In Hydraulic Pump

Economy and versatility of operation are offered by a new hydra-clutch hydraulic pump for hoists, cranes, endgates, etc. Economy especially is highlighted in that the pump draws only 1 hp in dumping capacity loads and operates only when actually dumping. Except when the all-metal band clutch is engaged to provide power, the fan belt pulley idles freely on ball bearings.

Booster Cables for Automatic Transmissions

A new line of booster cable, made in 8-foot and 12-foot lengths equipped with copper-clad clips, colored to indicate polarity, permits easy tapping of a live battery to start an automatic transmission automobile stalled by a dead battery. The cables are distributed from Philadelphia.

Application Stops Rim Blowouts

Tire rim blowouts can now be a worry of the past through application of a new preservative that causes the rim to form a watertight seal with the tire. According to the manufacturer's claim, the solution also not only increases wheel life but also speeds up tire mounting and removal.

A second new product for truck tires is a fire-resistant undercoating said to not only insulate against the transmission of heat from fire, but also to help in extinguishing small blazes.

Advances of New Grade Motor Oil

A new grade of motor oil is now on the market, RPM 10-30, said to combine the advantages of 10W, 20, 20W and 30 SAE grades. Lower oil consumption, less wear, quick cold weather starting, more pull on hills, and improved lubrication of the hydraulic valve lifters are mentioned as incorporated advances.

Parts Washer is Portable, Air-Powered

A portable air-powered parts washer, that operates on air pressures between 25 lbs. per square inch and 100 lbs. per square inch, is being marketed from Chicago. Consisting of a leakproof, electrically steam-welded safety container with a fusible link in the cover, it contains a perforated metal basket for the parts. The possibility of igniting flammable vapors by sparks is avoided by the design of the reciprocating air motor.

Claim Greater Ease For New Terminals

Unusual ease of attachment and detachment is claimed for two new battery terminals, said to be 90 per cent corrosion resistant. Cable attachment varies in the two types of terminals which are made of an 85 per cent copper bronze alloy. The cable is inserted in the terminal and fastened as it is tightened to the battery post in the one type, and permanently sweated into the terminal in the other.

TEAMSTER TOPICS

New "Teamster" Started

The *Northern California Teamster*, a new publication for all members of the Teamsters' Union in Northern California, has been inaugurated by Joint Council 7 and Joint Council 38.

Joint Council 38 covers the San Joaquin and Sacramento Valleys from Bakersfield to the south and up to the Oregon border, including part of Nevada. Joint Council 7 encompasses the Bay area.

Headquarters for the paper, a monthly publication in its early days, will be in San Francisco. A nine-man editorial committee will direct the progress of the paper. Members of the committee are:

Joe Diviny, International Vice President, as chairman; Joe Dillon, director of Western Warehouse Council, as secretary, and George Mock, International Representative; Pete Andrade, director, Western Cannery Division; Harold Lopez, Secretary, Local 85; Fred Hoffman, Local 287; Cy Stulting, Local 70; Gerald Shearin, Local 137 and W. J. Kiser of Local 386. Al Addy is editor.

Still Crack Shot

Larry Evans, business representative for Toledo's Local 20, Distribution and Warehouse Workers, completed a highly successful comeback in a Camp Perry rifle tournament by taking first place in a three-position match and a team match.



Bro. Evans had dropped from competi-

tive shooting in 1932 when he also took honors at Camp Perry. In the recent matches, Bro. Evans fired a 146 of a possible 150 in the 30-caliber event. He and his partner took first place by seven points in team competition.

Praises Selection

Joint Council 16 President Martin T. Lacey released a statement praising General President Dave Beck's selection of Joint Council 16 Vice President Joseph Trerotola as

Secretary-Treasurer, Eastern Conference of Teamsters.

Mr. Lacey reviewed Mr. Beck's recent recommendation that the Eastern Conference be formed of all Locals in 15 states to insure unity and participation of teamsters and their families behind the legislative program of their union.

"Joint Council 16 is a large and vital part of this conference.

"We, therefore, greet with satisfaction and pleasure the designation of Joint Council Vice President Joseph Trerotola as Secretary-Treasurer of the Eastern Conference," Mr. Lacey said.

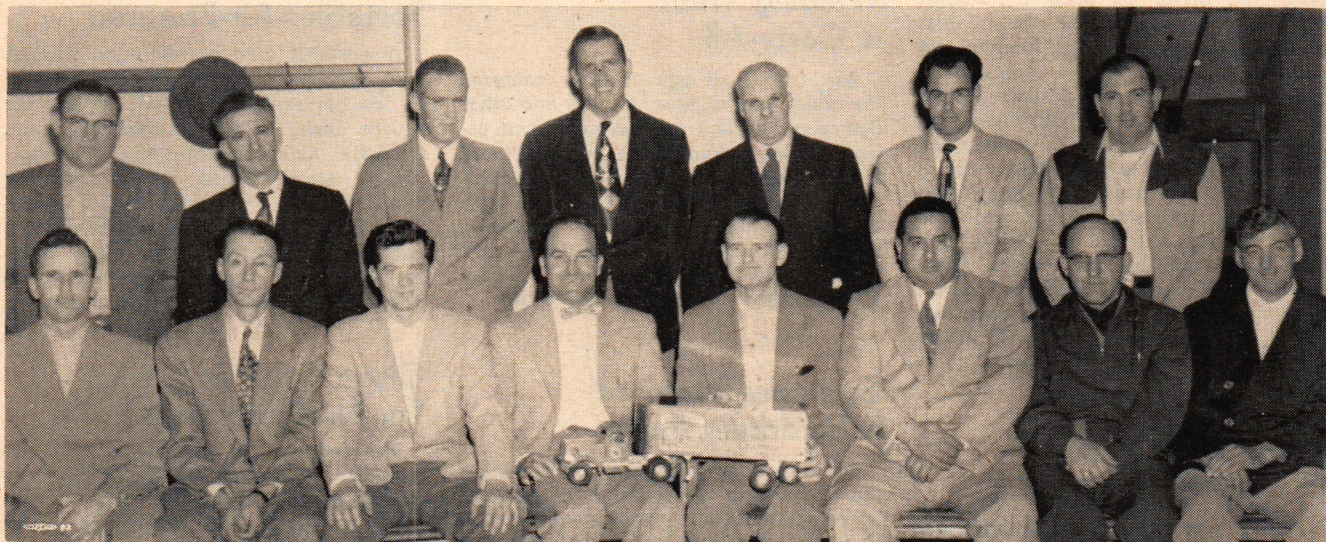
Local 1145 Anniversary

Local 1145 received congratulations from top state, county and city officials on the occasion of the Minneapolis Union's 15th anniversary.

Letters poured into the office of Secretary-Treasurer Robert Wishart from such state officials as Sen. Hubert H. Humphrey, Congressman Roy W. Weir, Congressman Walter H. Judd and Gov. C. Elmer Anderson.

Other congratulatory messages arrived from the mayor, sheriff,

Down East Palsy Committee



THIS is the Portland, Me., Local 340 committee which participated in the recent Down East United Cerebral Palsy Telethon Parade. The committee worked from 10 p. m., Saturday, until 4 p. m., Sunday, with only an occasional stop for coffee and a sandwich. The majority drove to pick up donations called in. Front row, left to right, are: Gordon Fine, William McAllan, Daniel Lawler, Fred Sargent, David Hastings, local president; William Marconi, Harold Hight and Ernest Valente, local trustee. Standing, are: George Burns, business agent of Local 340; John Prive, Local 340 vice president; Maurice Smith, Richard Ferrell, Carl Ziehler, Donald Lawson and William Sharp.

judges, county commissioners, clergymen, newspaper publishers, employers and various city officials.

"Collaring" MS

Milk Drivers' and Dairy Employees' Local 645 at Rochester, N. Y., entered the fight against Multiple Sclerosis by attaching collars to milk bottles delivered in the area during the July 13-19 week.

The collars call on customers to get into the fight against the dread and crippling disease.

New Asheville Temple

The Asheville, N. C. Labor Temple has bought the two-story brick Pythian Hall Building at 11 S. French Broad Ave. for its new headquarters, Adlai S. Warren, chairman of the Temple's board of directors, announced.

The office of Teamsters' Local 55 will be in the \$30,000 downtown structure and the Local will hold its meetings in the building. Mr. Warren said the building, which was built in 1926 at a cost of \$75,000, would be remodeled in the near future.

Boosts Hospital Campaign

In an unprecedented move, members of the Lansing, Mich., Teamsters' and Chauffeurs' Local 580 listened while officials of a drive to increase hospital beds and services discussed the fund, then volunteered \$1 a month for three years for the campaign.

The total contribution amounts to \$36,000 and it pushed the transportation division of the fund-raising drive to 140 per cent of its goal.

A motion from the floor suggested that the \$1 be taken from the paychecks of the teamsters along with their union dues. James R. Hoffa, president of the Michigan Conference of Teamsters, had donated \$1,000 to start the drive.

Institute Rated Highly

Two prominent medical authorities gave a glowing report on the St. Louis Labor Health Institute recently by Warehouse and Distribution Workers' Union, Teamsters' Local 688.

Dr. Evarts A. Graham of Washington University and Dr. Franz Goldman of Harvard University

Recording Secretary on Committee



MAYOR Fred L. Peterson, seated, discusses plans with four of the five Portland, Oreg., prominent citizens named to a committee in charge of construction and management of a huge \$8 million sports-recreation center approved in a recent primary election. From left they are John T. Carson, Clyde C. Crosby, Joint Council 37 recording secretary and Western Conference policy committeeman, James H. Polhemus and James J. Richardson. Carvel Linden, Portland banker, was absent when the photo was taken.

summarized their long study of the Institute by pointing out the high order of medical care rendered to more than 9,000 persons taking advantage of the facilities.

The growing social experiment in St. Louis provides the best in care for 10,000 Local 688 members and their dependents. The local is Missouri's largest.

Officials Honor Secretary Lopez



CALIFORNIA Governor Goodwin Knight takes part in a banquet honoring Harold Lopez, secretary-treasurer of Local 85, in San Francisco's Fairmont Hotel. Mr. Lopez, left, has recently been appointed by Governor Knight to the State Board of Harbors Commission. He formerly was a member of the San Francisco City Planning Commission. At right is Local 85 President and International Vice President Joe Diviny.

LAUGH LOAD

Appointment Kept

The big businessman had died and gone to—well, not heaven. Hardly had he settled down for a nice long smoke when a hearty hand slapped him on the back and into his ear boomed the voice of a persistent salesman who had pestered him so much on earth.

"Well, Mr. Smith," chortled the salesman, "I'm here for the appointment."

"What appointment?"

"Don't you remember? Every time I entered your office on earth you told me you would see me here."

★

Gee, Thanks

Wife: "It says here that the average person speaks 10,000 words a day."

Hubby: "Yes, dear; but you're far above the average, you know."

★

Thorough

"How did your wife get on with her reducing diet?"

"Fine. She disappeared completely last week."

★

Too Expensive

During a bus strike in a big city, a good-looking young gal was trying desperately to get a ride. A young man whose car was filled, seeing the trouble she was having, inquired, "Why don't you try waving a white hankie?"

The pretty young thing replied, "I'm just trying to get a ride. I don't want to surrender."

★

Superior Product

Two moonshine distillers were discussing their operation.

"When I take my stuff into town," one of them said, "I always drive slow—'bout 20 miles an hour."

"Skeered o' the law?" the other jeered.

"Nope," retorted the first. "Ye gotta age the stuff, hain't ye?"

★

Better Part of Valor

"The man who gives way when he knows he is in the wrong," says a magistrate, "is wise. The man who gives way when he knows he is in the right is merely married."

★

Last Straw

"You have been charged with fighting," said the judge. "Have you any explanation?"

"Well, Your Honor," said the defendant, "it was like this. I was in a phone booth talking to my girl when this guy comes up and wants to use the phone. He opens the door, grabs me by the neck and tosses me out on my ear."

"Then you got angry?" asked the judge.

"Yes, a little," answered the man. "But I didn't get real mad until he grabbed my girl and threw her out, too."

★

Delighted

Applicant—I'm Gladys Zell.

Personnel Manager—I am pretty happy, too. Have a seat.

★

Fattening

A man visited a doctor as he was worrying about his heart.

"Do you smoke much?" inquired the doctor.

"About 15 cigars a day."

"You'll have to cut down. It will be hard but try to be satisfied with one after each meal."

A few weeks later the man returned for a check-up. The doctor complimented him on the improvement of his health. "You see, that's what happens when patients follow their doctor's orders."

"Well, it isn't always easy to do," said the visitor. "Sometimes it's hard to eat 15 meals in one day."

★

Just Wait

She—I would love to share your troubles."

Bachelor—But I haven't any troubles.

She—Oh, I don't mean now. I mean after we're married.

★

Armed

While getting her things together for a visit with her grandmother, little six-year-old Effie ran to the bookcase and brought back three books: "Peter Rabbit," "Little Black Sambo" and "Child Guidance."

"Effie," said her mother, "you won't need that 'Child Guidance.'"

"Oh, yes I will," replied the child. "Grandma still believes in spanking."

★

Caught

First candidate—"There's only one honest way to make money."

Second candidate—"And what's that?"

First candidate—"Ha! I thought you wouldn't know!"

Dave Beck Tells Of Idea Growth

(Continued from page 13)

the South's transition from a farming to an industrial economy, and the movement of textile and other industries from New England. The labor movement, he warned, must see to it that an unfair competitive economy does not develop in the South.

Telling of his meeting with the Policy Committee of the Western Conference, President Beck said that he was in accord with it "one hundred per cent" on the matter of "matching funds." He said it was his desire to "plow back a good part of the income of the International Union into programs for organizing."

"I am not interested," he declared, "in seeing how much money we can accumulate in our treasury. The men and women of our membership pay dues for the fundamental reason of perfecting hours, wages and conditions."

While it was true that the International's treasury had increased since he took office, Beck pointed out that the Conference system had not yet been perfected nationally. When it was, and was staffed with competent personnel, he indicated that the International treasury would face a leveling-off.

In organizing work, the Eastern part of the country is considerably behind the West, the General President noted. Pointing out that the industrial life of America is in the East, he said, "We will have to fight every step to keep pace with the movement of industry to the South and the West."

D—Minus

A schoolmaster was lecturing to a class upon the circulation of the blood. "If I stand upon my head," he said, "the blood will run down to my head, will it not?"

"Yes, sir," assented the boys.

"Then," said the master, "why does the blood not run into my feet when I stand on my feet?"

There was a pause for a few minutes, when a bright youth replied, "Please, sir, it's because your feet ain't empty."

FIFTY YEARS AGO *in our Magazine*

(From *Teamsters' Magazine*, August, 1904)

The convention of the International Brotherhood of Teamsters was held in Cincinnati, Ohio, August 1-8, in 1904. The union was represented well from all sections of the country, it was reported.

"From the expressions of the delegates present it was plain to be seen that the international organization must be run on a more economical basis," reported the official magazine, "and therefore several officers were done away with and a more reasonable division of the funds received at headquarters was made . . ."

It was voted to lay aside the "major portion of the funds received at headquarters to be used as a defense fund for the protection of local unions 'who may become involved in trouble.'"

A total of 350 delegates were present for the convention, coming from as far as San Francisco on the Pacific and Boston on the Atlantic.

"A more orderly convention has never been held," commented the international magazine editor.

His "Convention Notes," however, indicated that there was the lighter side:

CONVENTION NOTES

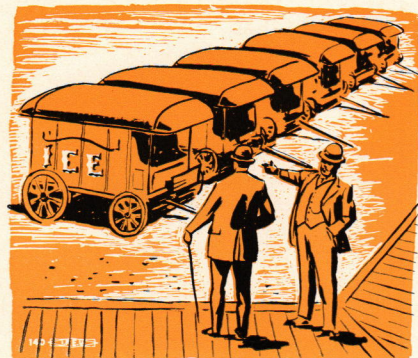
"There were two delegates to the convention weighing over three hundred pounds each. Their weight did not hinder their activity, however, although the proposed foot race fell through."

"We are informed that the furniture trust has raised the price of tables since the Cincinnati convention."

"Philadelphia has the reputation of being a sleepy town, but when the delegates to the third annual convention of the International Brotherhood of Teamsters arrive in that city it will wake up, no doubt."

"Casey's rule that the chair was out of order was a hit."

"Have they found out who Cohen is?"



STAND ON CONTRACT

A statement by the editor of the international magazine in his August, 1904, edition reminds a Teamster of today that the Teamster determination to stand by existing contracts goes back many years. We quote:

"Show to the employers who have signed the contracts of our local unions that we are better workmen from the fact of belonging to a labor organization and that once an agreement with our local union has been reached that his business will go on uninterrupted and that our men are more inclined to take better care of their employer's interest when contented with their working conditions."

BOSTON RAIL TROUBLES

Freight handling facilities at the railroad terminals in Boston were in a deplorable condition in 1904. It was a common occurrence for teams to have to stand for two to five hours waiting for an opportunity to unload their freight. Teamsters were ready to take action against the condition. They called on the railroad commissioners of Massachusetts and the railroads concerned to take immediate action to relieve the situation.

SUPPORT FOR STRIKE

Each local union, this month, was asked to contribute to the support of the packing house Teamsters in Chicago who were out on strike in order to help the Butcher Workmen of America.

The International Union was asked to define its position with regard to the strike. Some locals charged the International Union with bad faith in breaking an existing agreement promising not to participate in any strikes in sympathy with other workmen.

The International found a distinction between this strike situation and others. The local union on strike had an understanding with the employer but no signed agreement regarding wages and hours.

The local union continued to work 14 or 15 days after the Butcher Workmen had declared their strike, with the hope that the prestige of the Teamsters might be the means of bringing about some terms of settlement. The Chicago joint council had appointed a committee to endeavor to reach a settlement between the two parties.

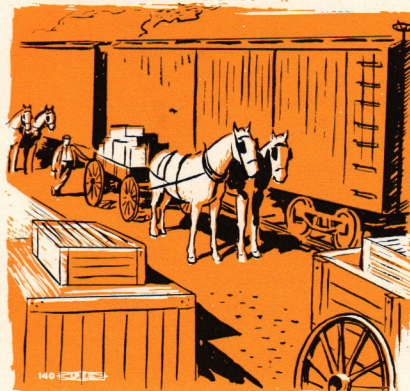
After the employers showed no desire to settle, and, feeling that the time for united labor action was at hand, the local went on strike. But only after consent of the joint council and the international officers. Now the local must support the Butcher Workmen in order to fight for its own life, and other Teamsters locals were called upon for aid.

ICE WAGON SMEARS

An independent ice wagon drivers' union in Philadelphia brought down the wrath of the population of the City of Brotherly Love by refusing to deliver ice to hospitals and other places on Sunday. The union had seceded from our international union a year before on the ground that they were compelled to hand withdrawal cards to the bosses who seemed to dominate in that particular local union.

The action in not delivering to hospitals was taken entirely by the independent union. Teamsters had nothing to do with it. Nevertheless, the employers of the independent drivers took the opportunity to hint to the public that Teamsters were responsible.

There was no question to Philadelphia Teamsters but that the independent drivers were acting in sympathy with their employers, and that "the ice trust of Philadelphia was behind the movement to save the expense of delivering ice on Sunday."

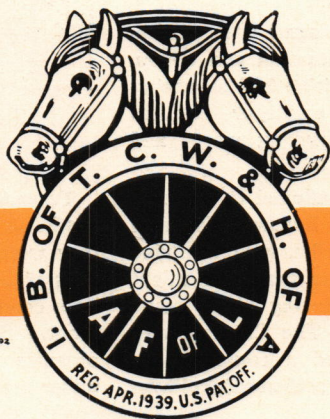


Teamster officials were informed by some of the independent drivers that they were willing to deliver ice on Sundays if they would receive double pay. This condition the employers would not grant. So a movement was afoot to organize ice wagon drivers of the city under the Teamsters' banner and get the double pay for Sunday work.



Why Carry Packages?

Simply because it's small is no reason why you should be your own "delivery-woman." You might as well enjoy the arm-free, worry-free shopper's privilege you've paid for. Remember to shop where your purchases are UNION-DELIVERED and enjoy this added convenience.



HAVE IT DELIVERED